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PROPERTY
OF THE
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W. Hamilton Merritt

BIOGRAPHY

OF THE

HON. W. H. MERRITT, M.P.,

OF

LINCOLN, DISTRICT OF NIAGARA,

INCLUDING AN ACCOUNT OF THE

ORIGIN, PROGRESS AND COMPLETION OF SOME OF THE MOST IMPORTANT PUBLIC WORKS IN CANADA.

COMPILED PRINCIPALLY FROM HIS

ORIGINAL DIARY AND CORRESPONDENCE,

BY J. P. MERRITT.

ST. CATHARINES:

E. S. LEAVENWORTH, BOOK AND JOB PRINTING ESTABLISHMENT.

1875.

PREFACE.

It is not without many misgivings that the following pages are now submitted to the people of Canada. Although we cannot but hope that to the student of our country's history, they may in some respects be found interesting, and to the general public, entertaining, as an attempt to pourtray the numerous characters in which a public man, rising among his fellows, may find himself placed during his role as an actor in connection with the events of his time. Yet the position of the Biographer, as a near relative, may, in many instances be construed into that of an egotist, where nothing of the kind was intended.

For this reason, and to the best of our ability in endeavouring to sink the individuality of relationship, we have sought only to place the character of our subject in the position, we have every reason to think, it should occupy, i. e., as a sincere and ardent lover of his country, and a statesman, as far as his limited abilities permitted.

As a country, the position of Canada is a peculiar one, with all the adjuncts of a great nation, with resources unbounded, and the necessary intelligence to use them, it cannot be denied that it has not kept pace with other sections of the same family on this continent, nor acquired the respect which after 100 years of endeavour, it should now command. We believe this to be no mere idle assertion, and although it is not our province to investigate the cause, yet if we can in the following pages shew that there was one at least who loved his country and longed for its prosperity, our work will not be in vain.

That our subject during a long and eventful career, tried to place his own country and its interests, always first in every consideration, will be found amply illustrated within, and although from time honoured traditions he loved Britain with a Briton's love, yet he loved Canada more, nor was his devotion a mere sentiment, as in no instance can we find that he ever was willing to place his own land in a secondary position to any other; by a trifling transposition of the sentence we might justly say with Macauley in his eulogy on the illustrious Pitt, that he loved Canada, "as an Athenian loved the city of the violet crown—as a Roman loved the '*Maxima rerum Roma.*'"

The limited space at our disposal debarred us from giving more than a synopsis of the leading political and local events, with which our subject was connected; still we trust that sufficient matter is given to incite the investigator to trace events onward to their end. We have copiously used the opinions of the press, and although at this date it may seem strange that a local newspaper (the St. Catharines *Journal*) furnished most of the items, yet it must be remembered that in the times we write of, this paper did its duty as a public exponent, a task which has latterly fallen to the daily papers of the large cities. We have entered fully into the question of Public Works, not entirely because our subject was engaged with those of his time, but for the reason that in all matters honestly intended to foster and encourage trade, he found them the source of a nation's greatness.

Such were the ideas of our subject, and it will be seen that in almost every instance of trouble, he was prepared with some resource to counteract any evils which might fall on the land through mistaken statesmanship, or ungenerous legislation.

That errors may have crept in, and umbrage be expressed for many statements, we fully expect, and as ordinary mortals are hardly responsible, or expected to be perfect in these matters, we claim the benefit of the saying that to err is human.

Fault may be found with the minuteness of some, and the apparent slightness of other matters. In this we are convinced that it will require the experience of another generation to fully appreciate the soundness of Mr. Merritt's views.

In local matters we have been as particular as the circumstances would admit, and forebore bringing up issues at any time unpleasant, but would ask the reader to mark well the change of public sentiment which actuated the friends of our subject in assisting him in those schemes, which benefitted not only his own locality but the country at large. This change is apparent in the appreciation in which his responsibility was held by the Government in the early days of the Welland Canal, and the reverse in a similar enterprise, the W. R. R., at a later date.

To the critic we may state that no efforts have been made to render the work attractive by sensationalism, or introduce the finer arts known to those who write for effect. We have simply endeavoured to give the biography of a plain man, in as plain a manner as we could, and if we have succeeded in doing so our utmost expectations will be accomplished.

We thankfully acknowledge the obligations we are under to numerous friends for their advice and assistance in compiling these pages.

J. P. M.

St. Catharines, 1876.

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INTRODUCTORY.

The subject of the following Memoirs is descended from a long line of the early settlers on this Continent, who from various motives were led to traverse the broad Atlantic, and seek a home in the yet unbroken forests of a land which is now considered by many as the centre of civilization and advancement. In looking back on the past history of those hardy pioneers, the careful observer must see that the first settlers of this country were men of no ordinary courage and endurance: they required to to be fully in possession of all these ennobling gifts with which nature has endowed her children, and at the same time to be possessed of no ordinary share of that intelligence, which at all times enables the cultivated man to subdue the forces over which the untaught mind has no control. It may be a question for philosophers to decide whether an ordinary training would enable a man, suddenly transposed from luxury and refinement into the solitudes of an unbroken wilderness, to find the wherewith to sustain life, without the aids of other faculties and endowment; ssuch as an inborn courage or stamina which feared no dangers, and a determined resolve, well kept, to accept the situation as found, and make the best of it in the face of all drawbacks. Of such material we believe the early settlers of the Western plantations and colonies of Great Britain were formed, and we have good reasons for thinking that the blood of those "iron men," who, from the days of Richard the Lion to Oliver the Protector, had never shunned danger, still coursed with a lively glow through the veins of those hardy settlers who first attempted the difficult task of making the wilderness blossom as the rose, and converting the mighty productions of an unknown world into the most necessary wants of mankind. Amongst the long roll of these old adventurers we find that the paternal ancestors of our subject played no unimportant part.

BIOGRAPHY

OF THE

HON. W. H. MERRITT, M.P.

WILLIAM HAMILTON MERRITT'S grandfather, Thomas Merritt, like the rest of his kindred, resided upon a farm between Bedford and Long Island Sound, two miles from the latter place, and called in these days "Mile End," from a mile square of land being granted to an ancestor of his, for surveying at an early date the County of Westchester, of which it is the extreme limit south-east from New York State. Being the oldest of three orphan children, he occupied the acknowledged position of guardian, but was unable to divert the rest of the family from the new opinions and parties which resulted in the Revolution in later years.

Thomas Merritt, the oldest son, was sent early to school, he being destined for the medical profession, and was in due time transferred to Harvard College, the nearest institution for pursuing the higher studies of his intended career; but the troubles of the times soon put an end to all peaceful avocations, and following the military traditions of the family, (his maternal grandfather having held a commission as Captain under George II., in the Conquest of Canada,) he entered the Regiment of Simcoe's "Queen's Rangers," as a Coronet. In the moving of the division to the South in 1779, he fell in love with and married Miss Mary Hamilton, of South Carolina. On the return of the division, they resided in New York, where the corps were disbanded; but not choosing to make that place their home, they went to St. John, N. B., having lost their first-born before setting out on their journey. A short stay in the cold climate of New Brunswick forced them to try the Carolinas again,—not however till misfortune visited them in the loss of another child. These troubles, with other difficulties, decided them on moving once more, when they settled near the old family homestead on King Street in Bedford, where the birth of a son and daughter occurred, the former—the subject of this Memoir—being born on the 3rd of July, 1793. They there moved to New York, where they resided a short time until their final move to Upper Canada.

After the separation had commenced by the Royalists protesting against the Battle of Lexington, his father was arrested, tried by some of the Whigs of Westchester, and barely escaped death for his opinions. His own family remained in the old house, but he and the two oldest sons escaped over the line into the loyal part beyond, where the two latter entered the army. This locality has long been the field of the romance writer under the title of the "debatable ground." In order to prevent the enlistment of the remaining sons, of whom there were five, Mrs. Merritt destroyed the family record. The excitement, however, was too great for her to endure, and she died before the Revolution was over.

On the proclaiming of peace, and permission being given to the loyalists to return and occupy their late homes, Shubael Merritt, the second son, returned, and while lodging opposite to his wife's family residence, he was surprised by an organized band of Whigs, and shot. The next oldest son, David, with his father, was allowed as a great favour to give his dead body decent burial, and then having no other refuge they left the country and sailed with other persecuted loyalists like themselves, in 1783, to the Province of New Brunswick.

His maternal ancestors were descended from the early settlers of New England, the home of the Puritans. His great grandfather, Capt. Purdy, took an active part in the French wars, as well as the Merritts. Thus he, with the other loyalists, had at least the satisfaction when forced to leave their homes, of settling in a section of country—wilderness though it might be called—which was dear to them as being mainly won by the gallantry of their ancestors, who in years gone by, had wrested the land from its French possessors. When there, the father, Thomas Merritt, did not receive any land or other remuneration for his lost property in the Colony, but was compelled to follow the occupation of fishing, which perhaps in the end afforded him a better return, as the land there was anything but fertile; and where he died in the year 1821.

The proclamation of his old Colonel Simcoe, offering settlers favourable inducements in the Province of Upper Canada, caused Mr. Merritt to visit Niagara, the capital of the Province, and so favourable was his reception by the Governor, who promised him lands in an eligible part of the country, that in the following year (1796) he moved with his family to the Province of Upper Canada, his route being facilitated by the improvements of the Mohawk River at Cohoes and Little Falls, lately completed, rendering the navigation continuous. Their progress was for the most part through a wilderness,—the Indians still having possession of Western New York, under the protection of the British. Leaving the sloop at Albany, a batteaux carried them up the Mohawk; from thence by a short portage to Wood Creek, they descended into Lake Ontario at Oswego. The British officer in charge of that post kindly permitted the passage of their goods

free of duty to Niagara, where they arrived safely after a long and tiresome voyage. The lands of the Niagara District having been all taken up by the men of Butler's Rangers—a force which had rendered most important services to the Crown in former days—and the frontier being settled, Mr. Merritt, not wishing to cross to the other side of the lake to York, where the seat of Government had just been removed, and where he must reside in order to take advantage of the Government grants, he first purchased Lot No. 13, in the 4th Concession, but shortly afterwards he removed to Lot No. 20, in the same Concession, a more eligible spot, it being situate on the Twelve Mile Creek.

Here, within a few miles of the base of the mountain, and close by the bright waters of Old Ontario, on the banks of the broad and delightful estuary of the "Twelve," surrounded by the towering giants of the forest—the oaks, the walnuts, and the lordly pines—were the first early impressions of the new land conveyed to the youthful mind of the subject of this Memoir.

As previously stated, the life and habits of a pioneer is one which calls into full play at all times the entire powers of both mind and body: to supplant the mighty monarchs of the virgin soil for the more useful and necessary grains and roots, required for the daily fare; to build; to fence; and to prepare for the coming rigours of a Canadian winter, are tasks which leave the first settlers but little leisure to bestow on outside affairs, so that the early life of our subject must have been one of active industry, helping his parents in the cultivation of the the farm, and doing his daily part towards the comforts of the house.

It has been remarked that every one who has made a name for being a friend to mankind, has shown a corresponding devotion to his parents and family: in fact, the self-denying practices of the one, becomes a school for the practice of the other, and without which, a man can never persistently perform the role of a benefactor. One of the most trying family duties in winter is the starting of the morning fires: Hamilton performed this duty, always rising the first in the morning. In the absence of servants, Mrs. Merritt set the example. A party of friends would often drop in upon the family, when there would be no help in the house; Mrs. Merritt would then take the position of cook, and, with the assistance of the children, prepare dinner for the visitors, to which, after changing the attire, they would sit down, she with her husband, who had occupied the guests in the meantime, wholly unconscious of these proceedings.

An incident which Mr. Merritt used to relate, shewed the fine feelings of the children towards each other. Himself and his eldest sister, Caroline, were one day picking cherries at Colonel Tenbroeck's. She was standing on an extremity of a limb of the tree, along which, against her most anxious admonitions, he persisted in going. The result was, the limb broke and

both came to the ground; he was uninjured, but she, after ascertaining his safety, and asking, "Are you hurt?" fainted away, much to the horror of Hamilton, who believed a dreadful calamity had happened.

One favourite occupation of his was taking the grain to the mill, his earliest expedition in this capacity being on his fifth birthday, and was in company with the servant girl, to Servos' Mill, near Niagara. His father, when with him in the field, would often get the farmers when going on this errand, to let him perform that service for them, while they would assist at hoeing until his return. Thomas', on the Twelve Mile Creek, was the mill generally patronized.

At one time, Jas. Ditterick was overtaken while pursuing the route and a race occurred on the road, which was full of stumps, whereby the latter received a severe fall over one of them.

The time was not passed, however, without mental improvement, as he attended the log school-house at the "Corners," situated near his subsequent residence.

In 1806 he was sent to Burlington, at the head of the lake, and here he attended Mr. Cockerell's school, where he received mathematical instruction, field surveying, etc., etc. Being an only son, his indulgent father, wishing to make him an efficient horseman, presented him with a fine pony, on which he could make extensive expeditions around the head of the Bay, from which the few main roads in those days radiated from each side of the Lake,—east across to Lake Erie, and west to Lake St. Clair. This practice, besides adding to his health, gave vigour to body and mind, which was not without being severely tested in his expeditions with the "light horse," half a dozen years after, when his extensive knowledge of the country and his skill as a dashing cavalry officer, was of the greatest importance to the cause of the Crown. The holidays, especially Sundays, were well spent with his fellow-students, sons of the Hon. Mr. Hatt, of whose hospitable domicile he entertained many pleasing recollections.

Soon after this, his teacher, Mr. Cockerell, removed to Niagara, doubtless expecting a higher remuneration for his services, as that town was comparatively large, and contained a number of government officials.

His father at that time was Sheriff of the District, and frequently in Niagara, so that the removal of the teacher was a pleasing change to them all. Here he finished his home education, under the direction of Mr. Cockerell, and the Rev. John Burns, a Presbyterian clergyman, who was a highly gifted and talented man. This was all the classical knowledge he ever attained, which afterwards was absorbed by the practical and useful routine of active life.

At Niagara he saw a great deal more of society than either at Burlington or home. The military gentlemen stationed there were a fine set of fellows, who always strove to make their presence agreeable, and furnished a vast

fund of varied entertainments, so that time passed over very pleasantly. As society increased at Niagara, it also extended to his own neighbourhood on the banks of the "Twelve." Numbers of his father's old companions-in-arms during the Revolutionary War located themselves around that place. The officers of "Butler's Rangers" had drawn their lands in this vicinity. Paulding, Tenbroeck, Turney, and others, who oft in the fierce din of battle had made their opponents quail, were his immediate neighbours, so that his father and family soon became reconciled, as their prospects brightened, and the dark shadows of former years vanished from their path, and the pleasing visions of devoted loyalty in days gone by were about to be realized in a new land, far away from the once happy homes of ancestors and kindred.

At the age of 15, wishing him to see a little more of the outside world, and hearing that his uncle Nehemiah, from New Brunswick, was at the port of Quebec with his vessel, he was fitted out and sent to that city. He fortunately had the companionship of Col. John Clark and Mr. Jas. Secord during part of his journey. At Niagara, they found a schooner bound for Kingston, commanded by Capt. Simpson. The arrangements for the voyage were soon made, and in due time they reached that place. They had now got upwards of 200 miles on their way, and finding some batteaux which were proceeding to Montreal, they transferred themselves and luggage to those old-fashioned but useful modes of conveyance. Travelling in those days was a very tedious affair and required a large stock of patience, to which, however, from custom they were well-used: at all events, it gave him leisure to survey and admire the most beautiful scenery of the Lake of the Thousand Isles, and those wonders of tourists from every clime, the Rapids of the St. Lawrence River.

When they reached Montreal, they were greatly pleased at finding so fine a city, for even in those days Montreal was a busy place during the summer season. He fortunately met with Mr. Clark, of the firm of Clark & Street, merchants. Mr. C. entertained him very kindly, and told him that he had seen his Uncle Nehemiah at Quebec with his ship the "*Lord Sheffield*," which was then loading with flour for St. Croix, in the West Indies.

Having remained in Montreal a few days, he bade adieu to his friends and companions, and took passage in a schooner, which, in a short time, landed him at Three Rivers, a distance of 90 miles from Montreal. Here he was hospitably entertained by some of his father's friends in the Fort. Being then but 15 years of age, and of an ardent and sanguine temperament, he enjoyed his trip amazingly. After surveying this old historic spot and seeing the R. C. Cathedral, he prepared for his departure, his object being to reach his uncle before he left Quebec. So finding there was no vessel going down by the river, he hired a caleche, and was driven the rest of the distance along the bank of the St. Lawrence.

The country on the route was well settled; and Baptiste the driver was as communicative as drivers usually are; so the time and distance flew past quickly till they arrived at the ancient city of Quebec. Dismissing his driver to return, he went down to the wharf and found his uncle, who gave him a cordial welcome. Our youthful traveller was soon in deep converse with his newly-found relative, to whom he told all the news of the great and new country in the West, of the large lakes, of the Niagara Falls, and particularly of his father and family at their homestead on the "Twelve."

The bright and intelligent youth soon became a great favourite with his uncle, who, whilst they remained in Quebec, took him to see all the wonders of that quaint old city, with its churches, hospitals, barracks and fortifications, including the old Castle of St. Louis, and famous Plains of Abraham, where nearly 50 years before, the illustrious warriors of England and France, under Wolfe and Montcalm, had struggled for the prize of half a continent. His romantic mind was delighted with his rambles around this historic place. He visited the ruins of the Old French Fort, of which scarcely a vestige remained. Strangers strolled round to examine the foundation walls, where occasionally might be found amongst the rubbish an old bottle or other drinking utensil, from which perhaps the soldiers of La Belle France in days gone by had quaffed their favourite wine.

His uncle had procured him on his arrival a complete suit of sailor's clothes, so that Hamilton in his uniform no doubt felt proud of the "Blue Jacket," which in those days of desperate naval engagements, was the pride of the British sailor.

The vessel having completed her cargo, in a few days all was ready, and they bade good-bye to Quebec with its pleasing memories, and were soon speeding down the noble river with a fine breeze and an ebb tide. The really fine scenery of the Lower St. Lawrence, with its towering capes, its lofty range of Laurentian mountains, the numerous beautiful islands which dotted the surface of the broad river, the shoals of white porpoises and flying fish, had all attractions for our hero, which delighted him beyond measure.

Whilst on the voyage, he made himself acquainted with the names of the ropes and the mysteries of sailing, and occasionally doing some writing for his uncle, who entertained him with descriptions of the French settlements on the shores which they passed.

They cast anchor off the Island of Bic, and here they spent a day in enjoying themselves. All along the coast of Rimouski and Gaspe, it is wild and romantic, with mountainous scenery and sea fowl in abundance.

Leaving the Island of Anticosti on their left, and the great Bay of Chaleurs on their right, they made into the open Gulf which separates Nova Scotia from Cape Breton. Here Mr. Merritt first experienced the

horrors of sea-sickness, which no doubt dispelled much of the romance of ocean life from his youthful mind. The calm waters which succeeded on reaching the Gut of Canso soon made him well, and were such as to impress him favourably with inland navigation,—a decisive step in after life. Happily, they all arrived safe at Halifax, after a pleasant trip, which he often looked back to and spoke of in after years. This was the time of the war with France, so that Halifax was full of life and bustle.

Here he had an opportunity of seeing for the first time the noble ships of war which England kept on this station. The king's naval yard was an extensive place then, being supplied with every kind of stores for the great "Wooden Walls" which lay at anchor in the Bay, as this was the most important foreign station that the British possessed, and was the capital of British North America.

As his uncle's ship was about to sail for S. Croix under convoy of the frigate *Le Epervier,* an event occurred which had a future influence on his whole life. Capt. Nickoll, whom his uncle brought from Quebec, had contracted the fatal habit of drinking to such excess that at times he was not trustworthy; so that instead of Mr. Merritt accompanying his relative home to New Brunswick, his uncle determined that he should be his supercargo for the voyage, with full powers to carry out his instructions.

The *Lord Sheffield* had a general cargo of lumber, flour, &c., suited to the West Indian market, and the season being well advanced, they were anxious to get away from Halifax; but as they were about leaving the harbour, three of their men were impressed for His Majesty's service, and taken away from them; but through his uncle's influence they were soon restored, and proceeded on their voyage.

This voyage was in every sense a most unsuccessful one, as a succession of severe gales caused the ship to spring a leak, so that they were compelled to part with their deck load of lumber, and to bear up for Charleston; but moderate weather induced them to alter their course towards the Bermudas, and they arrived at the Island of St. George, after battling with the elements for over five weeks. On entering the harbour, they were nearly lost by mistaking the channel; but a negro pilot, coming on board, brought them safely in, where they anchored after a most perilous voyage. The Captain, Mr. Laing, Mr. Merritt and Mr. Hamilton went ashore, glad to be safe on *terra firma* again. Whilst they were seeing after the refitting of their vessel at St. George, one of those violent hurricances which are so prevalent in the West Indies and are usually so destructive to life and property, suddenly arose, and such was the violence of the storm that the ship parted her cables, and was driven on to a danger in the harbour, known as the "Forks." Capt. Alwood reported his vessel, and obtained assistance in getting her off and mooring her at Sheldon & Goodrich's wharf, where they prepared to unload. A survey by the authorities was held upon

the ship, when it was found that she was so badly strained and damaged as to be pronounced unseaworthy, so that she was dismantled and sold by auction; certainly not a very favourable beginning for our young supercargo, who so far had regularly kept a log-book of his voyage, and put to a practical trial the theory of navigation which he learned from his old teacher, Mr. Cockrell, at Burlington, a few years before. Fortunately, Mr. Merritt's uncle had correspondents here; so they wanted for nothing, but spent their time on the Island in enjoying the beautiful climate for which the Bermudas are famous, and seeing everything worthy of notice.

They were compelled to stay here for six weeks, until finding a vessel bound for New York, they engaged passages at $50 each, and left St. George on the 23rd of December, 1808. On the 31st of December, they had the pleasure of sighting the Jersey shore between New York and Philadelphia—a remarkably quick passage, and finally reached Newport, Long Island, having only been 12 days on the voyage. Arriving at New York, he fortunately found a vessel called the *Union* (Capt. White), bound for St. John, N. B., for which port they sailed on the 15th of January, 1809, and experienced a very rough passage, which can be better understood by those who know what a voyage across this particular part of the Atlantic is in this season, at a very low temperature, when every cloud of spray, and every dash of foam which the ship encounters is instantly converted into solid ice. The perils of this coast are at all times very serious, but doubly so in winter, when every rope and block is held by the iron grasp of the Frost King, and the crew so benumbed that exertion is no easy task. On one occasion the vessel came near being caught in the fatal embrace of the breakers which lash with awful grandeur upon this rugged and rock-bound coast; but by the mercy of Providence, they fortunately escaped shipwreck, and at length sighted Partridge Island light-house, at the mouth of the harbour of St. John. The captain and Mr. Merritt got ashore, and obtained a boat and crossed the river to St. John, where he lost no time in hastening to his uncle's, and relating his adventures.

His friends were all delighted to meet him, and shew him everything worth seeing in the country. During his stay here, he continued his education at a good English school, which was well patronized. On the 13th of March, his uncle sailed for England, leaving him with the family during his absence.

St. John was founded by the American Loyalists at the time of the Revolutionary War, and was a refuge for them—Mr. Merritt's grandfather and uncles among the number. It stands on a rocky peninsula, at the mouth of the River St. John, contained houses built of wood, and had a large and extensive commerce. Mr. Merritt's father, grandfather, and part of his family emigrated here in 1783.

Here he studied book-keeping, and also made further advances in navigation, surveying, algebra and Latin. On the 6th of June he entered college. Mr. McLoud taught him trigonometry, and other sciences suited to an enquiring mind.

St. John was a busy town and a capital place for a young man to gain an insight into business. The stir and bustle of a large seaport is always favourable for observing the many roads there are to fame and fortune, by industry and perseverance. Mr. Merritt had an opportunity of being introduced into the society of the ladies, who in that locality were famed for their good looks, good humour, and social habits. On reference to his memorandum book, we find stated his impressions as a youth :—"The ladies "are numerous here, very handsome, fresh, brisk, rosy and delicate, fond of "out-door exercise ; in fine weather the streets are full of them ; glad to see "young fellows of an evening to chat with, as beaux are somewhat scarce." As a specimen of the manner in which Mr. Merritt occupied his time, we extract the following from his well-kept diary :—

"April 30.—Heavy snow-storm ; spoiled the ladies' promenade.
"May 1.—Herrings begin to make their appearance.
"10th.—Went to grandfather's to see them cure and pack fish.
"11th.—Commenced practical surveying.
"14th.—Went to grandfather's to see the process of catching fish ; very cold ; glad to get to bed early, so benumbed.
"15th.—Great many vessels arrived.
"17th.—To the fishing grounds ; got 12 hogsheads at one haul.
"21st.—To church the third time since arrival.
"23rd.—Morning at college ; afternoon to Mr. McLoud's for algebra.
"June 5th.—Wrote a number of letters to old friends in Canada—father, mother, sister, John Clark, Johnson, Butler, Mr. Jarvis, Mr. Secord, &c.; all sent to Fredericktown to go by messenger.
"24th.—Packet from England arrived. Heard of Uncle Nehemiah's safe arrival there ; he only obtained £1,000 for his brig, *Lord Sheffield*, and damaged cargo ; great loss to him. Went to take lunar observations at Partridge Island ; came on foggy ; nothing done.
"25th.—Rainy and dreary ; wish to be home again.
"27th.—Went to a quilting bee—very agreeable.
"29th.—Received a letter from father, dated May 15th, so that there was only a week's difference between it and the letter from England—latter dated 9th May.
"July 3rd.—Birthday; sixteen years of age.
"8th.—Went strawberrying with a nice party—lots of fine young girls; very delightful.
"22nd.—To church. Confirmed by the Bishop of Nova Scotia; about 100 candidates ; two-thirds of them females.
"24th.—Uncle Nehemiah arrived from England, soon after which concluded to return to Niagara ; spent time pleasantly until departure."

Having taken leave of his relations and all kind friends in St. John and its vicinity, Mr. Merritt made arrangements to return home, we think, in

October. Their vessel was laden with plaster, and after coasting along the shore, and taking refuge in some harbour every night, until a gale at last springing up, they were driven ashore on Martha's Vineyard, an island lying off the coast of Massachusetts. Here they had to remain until they found a small schooner, bound for New York, which freed them from their involuntary imprisonment. They reached "Shrogg's Neck" in Long Island Sound, where another detention occurred, so that he shipped on a small sloop which took him to the old homestead, then called Byram, now Portchester, where he remained for several days with his Uncle and Aunt Lyons. They were much pleased with the account of his adventures, and agreed with him that, in the majority of cases, ocean romances are highly coloured.

From this old seat of his family he went to New York, where he remained a few days to amuse himself. There were then no steamers on the mighty Hudson River, and travellers had to take their chance in any trading sloop or boat going to Albany, at which place he arrived in due time. There purchasing a horse, he rode to Batavia, through the Cherry Valley turnpike, and from thence on to Lewiston, where he crossed the Niagara River by the ferry, and rode home to his father's residence on the "Twelve." He arrived home just in time to eat his Christmas dinner, and enjoy the festivities of the holiday season, which was then well kept, much to the gratification of his parents at his safe return, and of his many friends who were delighted with his numerous adventures and miraculous escapes.

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The time had now arrived for Mr. Merritt to turn his attention to the more sober affairs of life, and being of an active mind, he was determined not to remain long idle. A thriving village was then springing up near his home,—a store having been started during his absence, which seemed to be well patronized. He thought there was a good opening for a more general store, as the farmers were continually wanting something, and had no time to go a great distance to obtain supplies. So he entered into partnership with Mr. Chisholm, who kept the store alluded to, and had an appropriate building. Having good recommendations the supplies were obtained from Montreal, which then was the general mart for the whole country, and has continued so since. Money was very scarce, and business was almost entirely carried on by *trade* or barter. They received all kinds of farming produce in exchange for their goods,—ashes, pork, staves, honey, hides, lumber, and fruit,—which they shipped to Montreal in payment of their purchases there. Here he found the advantage of a good system of book-keeping, for there were so many intricate accounts, that the utmost care was required to keep affairs straight. In fact, Mr. Merritt always thought that the failures in those days was principally for want of a good knowledge of book-keeping.

Mr. Merritt continued in business with Mr. Chisholm until a short time before the war broke out, when he sold the interest he had in the business, and went on the homestead farm, which required his attention, as his father's time was wholly taken up with the duties of his office as Sheriff. He was now in his nineteenth year, and drawing towards manhood. There might also have been another inducement, as he became warmly attached to an amiable young lady, Miss Prendergast, whose family were located in the vicinity. The business of a country store was too contracted for his ideas. He required the open air, the verdant fields and nature's book to carry out to perfection the ideas which were then germinating in his fertile brain.

He therefore resolved to turn agriculturist, and began farming on a most extensive scale; so that with his father's 200 acres of land, he rented the adjoining farm, belonging to an Englishman, Mr. Samuel Wood, in the Commissariat Office, whose occupation, like that of his (Mr. Merritt's) father, took him from home. With the proceeds of his share of the late mercantile business, he purchased teams, horses, cattle, and a complete stock of farming implements sufficient for both farms, and in a short time he had nearly 200 acres of land under cultivation,—nearly 120 in grain alone,—besides roots and other supplies for horses and cattle, and everything that a family stood in need of; also two orchards, which supplied a large quantity of fruits. This occupation he found conduced greatly to his health and spirits, and many of his operations and darling schemes in after life were planned, like those of the Romans, beneath the shade of trees and in the green pastures.

But everything is unstable in this uncertain world, as he found by experience the following year, when the war-cloud burst on his peaceful neighbourhood, and compelled him to exchange the ploughshare for the sword which his fathers had wielded in years gone by.

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The stream of Time pursues its ceaseless course, and the Whigs and their descendants of the Revolution had become a nation; and in extending their territory they came in contact with men of a similar origin, the subjects of Great Britain in the Provinces. The Colonists also frequently visited the Western Counties of New York,—"going back to the Colony" as they called it. Twenty-five years passed in mutual services, and friendly intercourse had nearly obliterated the ill feelings engendered by the Revolution. War was waged at a distance, but newspapers were few and were long on the route to the back settlements, and uncertain of arrival. Some of those in the interior, like Mr. Merritt, had visited the sea-board, and thus came in contact with actual war; but to the great body of the settlers, war was a distant and uninteresting theme. The discussions regarding the trade on the high Sea, brought on a coldness in the regions of the great

Lakes, and an embargo was put on their commerce, which led them to anticipate that war *might* reach their peaceful homes. A Militia Act of 43 sections was passed on the meeting of Parliament on the 16th of March, 1808; and not too soon, as subsequent events will show. Mr. Merritt had received a commission of Ensign, and a Lieutenancy just before the war broke out.

War was announced about the anniversary of the Battle of Bunker's Hill, on the 19th of June, and was known here on the 27th of the same month. An express was sent to the Governor at York, who arrived at Niagara the next day. "On the 29th" says Mr. Merritt, "I had the honor of "being presented to him; on the 30th I had an order to repair to Chippawa "with 20 men, and place myself under the command of Col. Clark, of the "2nd Lincoln Militia. Here I found 20 more, over whom with my 20, I "was placed in command. We were mostly engaged in patrolling up the "banks of the river, expecting an attack, especially on the night of the 4th "of July."

The Buffalo *Gazette* noticed 600 Volunteers on the frontier at the commencement of the war. On the 30th June, it said: "Immediately "on a report of a declaration of war, the militia in the neighbourhood of "the lines were ordered out. The ammunition and arms deposited at "Canandaigua were despatched for their use at Black Rock."

The following extract from Mr. Merritt's printed journal of the war, gives a vivid description of the feeling during these stirring times :—

"The flank companies, and all corps took a pride in doing their duty, which was very severe, as we were in momentary expectation of an attack. Patrols were kept up with little intermission along the whole line from Fort George to Fort Erie. Those off duty were on fatigue: notwithstanding which they improved rapidly in their discipline. Batteries were erected on every eligible position on the lines. The greatest possible exertions were making for a vigorous resistance, under the eye of our commander, who was continually on the move, visiting every post. This continued until the 20th."

Mr. Merritt has said that riding along the Niagara River from Chippawa to the ferry, first suggested the idea of a canal to his mind; and it is but reasonable to suppose that while on duty his thoughts and eyes would be mainly towards the flowing river, on whose opposite bank were mustered the invading horde; and sometimes in fancy they would ascend the sluggish waters of the Chippawa, when an imaginary channel would be made to the sources of the Beaverdams, where thought would connect with *those* dwelling on the Ten Mile Creek, or, perhaps, down the "Twelve," on whose banks stood the ripened grain now falling to decay for want of tending.

The circumstances of Mr. Merritt receiving a medal for the taking of Detroit, when he was not at that place until the following day, requires explanation at length, and as it affords an instance of the extremely small

means by which great results were attained in our remarkable struggle, will not be without interest to the reader.

At this time, by a fortunate occurrence, the order given to the force on the north-western frontier to act on the offensive, was, before the counter order arrived, carried out by Lieut. Roberts, who, with his garrison of invalids from the Tenth Royals, stationed at St. Josephs, and his allies—the servants of the North-west Company, and their Indians—in all numbering over 1000 men, with two pieces of artillery, embarked from St. Josephs, on the morning of the 16th of July, and arrived at the Fort of Mackinaw the next day, which place they promptly invested; and after a short parley, the States forces there surrendered themselves as prisoners of war. This most important event opened the alliance with the North-west and our Indian allies, and resulted in the capture of the whole States territory west and north-west of the Maumee, and as far south as St. Louis.

General Brock, the President, or Lieut.-Governor as the officer is now termed, had on his arrival, to make use of the material at hand: his superiors in England, unable to afford him any officers or men, and Sir George Prevost being unwilling, in the uncertain state of affairs, to risk any of his forces above Kingston. Of his Attorney-General he made a military Lieutenant, succeeded by his clerk, Sir J. B. Robinson, also a militiaman, and not of age; another of his military family was R. Nicholl, Commissary (a merchant), and J. Clark, of the 4th Lincoln Militia; T. Merritt, formerly Cornet in Simcoe's Rangers, his Commander of Cavalry. The gentlemen mentioned being all intimately known, it is not to be wondered at that placed as he was, a situation should be given to a youth just turned 19, who had displayed some zeal for his country, and that he should receive a medal when the service was performed, the same as the veteran Col. Proctor.

The campaign of Napoleon against Russia made the Government of the United States more compliant with the views of the democrats with regard to the expansion in America. The conquest of Spanish America was for the present postponed. The arrival of the *Wasp* sloop of war with the special envoy, afforded the signal for commencing the war, which was declared, as was noticed, on the 17th of June, 1812.

A talented writer in the United States lately, says, in his Biography of President Harrison:—"Even before the declaration of war, Kentucky had "made military preparations for the expected campaign. The Governor "had organized ten regiments of volunteers, and Ohio had been equally "active."

Governor Meigs was requested to call for troops to assemble at Dayton, Ohio, in April. Next month, three regiments were assembled under Brigadier-General Hull, of the United States Army. On the 1st of June, the army commenced its march: it preceded the declaration of war, and 25

days was considered enough for it to pass from the Ohio to the valleys of the St. Lawrence. The same ground in part was passed the year before under Harrison, and terminated by the successful Indian battle of Tippecanoe, on the Wabash. "In marching through a wilderness," says Hull, "memorable "for savage barbarity, it will be impossible to repress the feelings of indigna- "tion, and which the spirit of an indignant people can no longer endure." At Urbana they were joined by the 4th Regiment, stationed there, under a triumphal arch decorated with the mottoes of Tippecanoe, &c. Passing the watershed, they reached Maumee near the close of the month. Hull's army, for fear of ambush, despite of example in similar expeditions through an Indian country, had left the Indian *trail*, and the season being rainy, they were detained on the march, and literally "stuck in the mud," which the Indians by their experience from time immemorial had learned to avoid. This circumstance found him on his arrival at the lake stripped of his horses, waggons, &c., for want of which he made use of a couple of schooners lying at the mouth of the river, and in crossing it he was first made acquainted by a despatch, with the declaration of war, and notified to be on "his guard." Up to this time the expedition, though large, bore the appearance of an Indian invasion, and only to appearances reaping the fruits of Harrison's victory of the 7th of November last, on the Wabash. This could now no more be maintained, and the sole object of the campaign —the conquest of Canada—must now be published. St. George, the militia officer, having received an order to act only on the defensive, alone prevented Hull's advance being opposed, as intelligence of the war had reached him before it did the States General, who arrived at Detroit on the 5th of July. His vessel—the *Cayuga*—was taken by a party under the command of Capt. Rochelle, of Amherstburgh. After a week's delay, the General crossed the river, and entrenched himself at Sandwich, nearly opposite; from which he sent out several expeditions, one of them reaching to Delaware.

Colonel Proctor, who, according to Morgan, had brought over the 41st Regiment a few years previous, was not with the detachment opposite Detroit on the declaration of war, and the control of affairs was thrown into the hands of the Militia-Colonel St. George, who from the surprise or other real obstructions, could not communicate with the Governor until the 20th.

(EXTRACT FROM MR. MERRITT'S JOURNAL.)

"Information arrived on that day (the 20th), which changed our front, and lessened the necessity of watchfulness here. I got leave to visit my home on the 'Twelve,' which was the first leave of absence I had since the beginning of the war, although a number of the Sedentary Militia had been allowed to go home and gather in their crops. On arriving, I found mine destroyed, except a small portion, which had been saved by an old pensioner, under mother's directions. In fact, the war had put an end to my future

farming operations, and I never worked a day at that occupation again. I had not arrived many hours, when I was followed by my father and six men, with an order from General Brock to proceed to Delaware, along the River Thames without delay, and keep open the communication with Amherstburg. He added, 'I am well pleased with your exertions, and wish you to see more active service.' I immediately prepared for departure, and went off the same afternoon. On the following day I arrived at Oxford. Col. Bostwick was there with the militia who had just assembled. I heard of Mr. Watson being at Delaware with 10 or 12 men. I pushed on with the design of surprising him. A few miles before I arrived at the place, I fell in with Mr. Tiffany, who apprised me of his being at Allen's, with a number of men well armed; likewise that the country would all join him. I sent back to Col. Bostwick for a few of his men. I took possession of a house about six miles from Allen's, and called ourselves Yankees; the people discovered their sentiments to us, so I made a dozen of them prisoners, detained all but one until the morning. When Col. Bostwick arrived, we took two of the party, moved on and surrounded old Allen's house, but Watson had made his escape; we took Allen and the two prisoners with us, and returned to Oxford. I left a sergeant and four men there; heard of Major Chambers, of the 41st Regiment approach; met him at Burford, he did not retard my return to Fort George with the prisoners. On arriving, I found that Gen. Brock had sailed for York. I followed him in a boat, and reported myself. He was well pleased with my proceedings, and sent me back with a detachment of 28 men, I was too well satisfied with my command, to be long on the journey, Major Chamber's was at Oxford, with 40 Regulars and 100 Militia."

On the road they were detained by Col. Talbot, and did not reach Detroit until the day after the occupation was made. It is unnecessary to detail the incidents of this action so creditable to all engaged on our side.

Mr. Merritt remained here, foraging for the troops until the 7th of September, when he returned to Niagara, which he reached in eight days, they being in expectation of an attack on that frontier. Whilst at Detroit, he wrote a letter to his affianced, detailing these events in full.

In the Buffalo *Gazette* of September the 8th, an account is given of the meeting of the County of Niagara, at Buffalo, and of the appointment of a Committee of Safety. A report that Grand Island (the Indian reserve) had been taken by the British, brought out the Indians under Red Jacket, and from the same paper of the 29th of September we extract:—

"About 140 warriors of the Seneca Nation from the Alleghany River, arrived in town last week, and are encamped near, more being expected from different parts. Several Councils were held. Yesterday they performed a war dance in the streets, &c."

General Brock had returned to the Niagara frontier with his force; and the West being comparatively safe, he hastened to make every disposition for defence, as the armistice was near ended. Mr. Merritt was stationed at Fort George during the bombardment that succeeded the armistice. No casualties occurred, although the troopers, with their horses, were quartered in an exposed situation on the bank of the river.

Early on the morning of the 13th of October, 1812, General Brock, whose headquarters were at Fort George, received a dispatch by one of the dragoons who were patrolling the river, to the effect that the enemy had landed at Queenston, in considerable force, under the Militia-General Van Rensaller. General Brock, with his immediate staff, hastened to the scene of action, leaving the available reserves at Niagara to follow; among the first of these to arrive were the cavalry under the command of Major Merritt. To their surprise and chagrin, they met a number of stragglers from the militia, who, when asked why they were behaving in this manner, replied that they only followed the example of the regulars, whom they had beaten in their retreat. Rumours were now whispered about of the death of the General, who had been reported only wounded.

The following extract from Mr. Merritt's printed journal will explain subsequent events:—

"The stragglers having collected at Durham's, (about a mile distant on the Niagara road), General Sir R. H. Sheaffe, having assumed command, Major Merritt's dragoons were ordered to advance. These, with the Indians under Captains Brant, Norton, and Kerr, kept the enemy on the heights which they had first occupied, and so allowed Gen. Sheaffe to form in their rear. So near were the pickets stationed that whilst waiting for the action to commence, Mr. Merritt and the U. S. officer commanding exchanged shots in *duello* fashion, each taking a firelock from their men, who had been carrying on a fusilade on their own account."

It is unnecessary to detail the particulars of this memorable battle, in which, although the numbers was small on both sides compared with other actions, yet the spirit and bravery evinced by the militia during the combat was such as to show their firm resolve to defend their soil. And the action has since been looked upon as the Bunker Hill of Canada.

Major Merritt, holding the position of commander of the militia cavalry of Upper Canada, was deputed by Gen. Sheaffe to receive the swords of the enemy, which was done by riding along the column and placing them on his saddle-bow, making quite a large load. Some of these weapons remain in the family to the present day. Mr. Merritt remained with his troops patrolling the river during the rest of the campaign, with the exception of a week's absence on the 20th of November, to the Detroit frontier, on a confidential mission from Gen. Sheaffe to Col. Proctor. The only thing notable during this expedition was the crossing on the ice of the River Thames—the first of the season. Mr. Merritt was stationed at Fort Erie during the demonstrations of Gen. Smith, of the U. S. regular army, who, since the defeat of Van Rensaller of the militia had taken the command of the frontier.

During the winter of 1812–13, important changes were made in the organization of the forces on the Niagara frontier. Volunteer regiments were formed to serve during the war, amongst whom Colonel Robinson and

others distinguished themselves. The militia were still liable to be called for duty at any moment. The following graphic letter, to the same party at Detroit, written by Mr. Merritt at this time, shews pretty clearly the state of affairs, and the feelings of the people in this section, on his return from Kingston, whither he had been despatched for reinforcements :—

"NIAGARA, February, 1813.

. . . . . "I have not been a month in the same place since last June. I have now returned from Kingston ; my situation is both honorable and lucrative. Our winter has been passed gaily; we had a splendid assembly last night, given by Col. Myers, commanding officer here. A Brigade of 50 and 60 sleighs, with stores and troops, from Lower Canada, arrives here weekly. Every exertion has been made for our defence. The coldest weather has never delayed our workmen. You would be astonished to see the alterations which have taken place on the lines since you left here. Niagara has been battered pretty well. The Yankees endeavored to set it on fire, but the activity of the inhabitants dissappointed them, the Court House being the only building burned, so far. I wish the ensuing Spring was over, —not that I dread the event, as I believe we will always be victorious, with the help of God ; but I grieve to think of so many brave fellows losing their lives to no purpose, except gratifying the ambition of Mr. Madison or Bonaparte. General Winchester and staff still remain opposite. We sent over 500 prisoners again yesterday. All has been very quiet here for some time past. Every family have moved back, in anticipation of a coming struggle. So far, I have had the pleasure of seeing all our exertions crowned with success. There are two families in every house at the 'Twelve,' and two families are occupying your former residence on the 'Ten.' All the young men from that place are in a picked company. James Dittrick has distinguished himself. James Turney has been down. Most of the young men here think themselves veterans, having been so fortunate in every encounter with the enemy. With regard to the female part of the community, on the alarm, the place will be filled with women—every one coming to see if the object of their affection was safe. I am sorry to say we have lost some very valuable men—more by sickness than by the sword. Col. Johnson and Thomas Butler I mentioned in my last." . . . . . .

Mr. Merritt, in his journals, gives us the following incidents concerning the second invasion of the Niagara frontier :—

"On the 25th of February, I retired from the service and went home to the 'Twelve,' and while there, I received a note from Lieut.-Col. Harvey, Major Glegg, and other officers, asking me to raise a troop of horse, which duty, after a period of two or three weeks at home, I undertook. In 14 days I had 42 rank and file enlisted. On the 25th of March, they were in orders, and stationed on the Niagara River, where we saw the enemy were collecting in force. We were apprehensive of an attack, the enemy having command of the lake. On the 20th of April the militia were called out, having been reinforced by some of the Glengarrys, Newfoundlands and Kings. A week later the attack was made on York, a place comparatively undefended, where the Legislature had but lately arisen, and where but three days previously the Loyal and Patriotic Society had held a meeting for the purpose of appropriating sums of money to those who had been bereft of friends in the defence of the country.

"On the evening of the 29th of April, I was deputed by Brigadier Gen. Vincent to bring down all the boats from Burlington, which was accomplished in 16 hours. The enemy with their fleet returned to Fort Niagara. From this time till the 27th May, every man was turned out at two o'clock in the morning, and remained under arms. Some men were twelve nights in succession on guard. Our small force was formed into three divisions: Col. Myers with 'Kings,' and two companies of militia, defended the lake coast to the Four Mile Creek. Col. Harvey, with three companies of Newfoundlands and three companies of Glengarrys, one company of the 41st, one company of the 44th, and two of militia, up the river to Queenston. Gen. Vincent, with the 49th Regiment, and militia in rear of Fort George, to act as occasion might require. Col. Harvey and myself rode up and down the river during the night, and slept at day. On the 25th the enemy commenced operations by cannonading Fort George, which they burned. For want of ammunition we were unable to return their fire. On the 27th, at 4 in the morning, they were discovered under cover of a thick fog. They commenced to land by 9 A. M. Our right and left divisions were obliged to fall back on the reserve, which, numbering but 800 men, were forced to retire.

"After finding the boats commanded by Commodore Barclay, who were at Twenty Mile Creek, with the light company of the Kings, and ordering the troops down, I returned with them as far as 'Shipman's,' where I was met by a message, and ordered to go to DeCew's, to which place the army had retreated. Remaining all night, I took the party through the woods, arriving there next morning at 9 o'clock on the 28th May.

"This day the militia were disbanded, and the Regulars marched to Grimsby, on the way to Burlington Heights. Early on the 29th I returned to the Twelve, at Shipman's, where the enemy had its advance guards. I remained at my father's until midnight, when I returned to Grimsby to report. Here I was ordered to remain with the troops and a few militia until driven off by the enemy. Their appearance next day was with a flag of truce, shortly followed by a party whose force caused me to retreat to Stony Creek, on the 1st of June. During the next week we had several skirmishes, in which I lost some of my men."

As it is not our intention to enter upon a general history of the war further than is necessary to briefly show the events which our subject was engaged in, otherwise we could give a prominent place to the creditable engagement at Brownstown, on the 21st of January, and at the River Raisin, where our troops under Proctor gained a decisive victory over the enemy. Also the gallant conduct of the Lower Canadians in keeping at bay an overwhelming force from the Champlain District. We will therefore follow Mr. Merritt through the remaining events of the war, by giving copious extracts from his journals and other important documents relating to the subject. However, as the fight at "Stony Creek" was to a great extent the turning point of this year's campaign, and its results most important upon the then present welfare of the Niagara frontier, we consider that our work would be incomplete without this very important engagement.

After the enemy had succeeded in obtaining a foothold on the Niagara peninsula, it seemed to all the residents of that locality, that the policy then

most apparent was the abondoning of this section of the country to its fate. The militia, who were prepared to resist the invader and contest every inch of the way, were plainly told that "they might go home if they chose," so that the prospect held out to those dwelling in the locality, and also serving their country with a genuine zeal, was anything but pleasing. Numbers of them were men of families or had connection in the neighbourhood, so that it requires no stretch of the imagination to fancy the feelings of those men who had already by their arduous watchings along the rugged banks of the Niagara river, by their incessant devotion to military rule and discipline, and by their undaunted courage and pluck in turning a defeat into a victory on the steep acclivities of Queenston Heights, when their stubborn valour alone had for a time saved the country from the horrors of an invading foe, and driven back the tide of war over the blue waters of the mighty stream, preserving for Britain, whose name they only know by tradition, a continent which in late years has been dignified by a royal laureate, with the significant words of "the *true* North." No wonder that they murmured at the order to "go home if they chose," instead of fighting the enemy, when they were confident and felt well able to beat him as they'd done before. With heart-burning feelings no doubt, Mr. Merritt at this time penned the following words in his journal: "I felt in a sad dilemma—the "thought of abandoning the country, and leaving everything that was near "and dear to me, was most distressing; still more so, the unhappy situation "of my family, whom we left totally unprotected. My father knowing the "insults he would be subject to if he remained, determined to follow the army. "For me there was no alternative, or I should certainly have remained behind "to protect my mother and sisters." . . . . . .

This was no solitary case of devotion, as many militiamen in the district followed the army, in their retreat to Burlington, buoyed up by the hope that a stand might still be made within the limits of the old District. During this retreat, Mr. Merritt with his dragoons kept the rear of the army covered, and by his knowledge of the country was well informed of the whereabouts of the advancing foe, although the duty was an arduous one, as the men were without rest or sleep for six or eight days.

When Mr. Merritt reached Burlington, a relief was sent to the rear in his place; here he met his sister, Mrs. Gordon, and her husband, who was stationed in Dundas, and for a brief space was in good quarters.

On the 5th and 6th of June, the enemy kept pressing on, and drove in the pickets of the rear guard as far as Aikman's. On the 6th Mr. Merritt dined with Mr. Gordon, in Dundas, and on his return to quarters at Burlington, was ordered to fall in with the main body at Barnard's, where the troops were formed in line of battle, expecting the ememy every moment. A reconnoisance by Col. Harvey and Coronet McKenney, revealed the fact, that the enemy were encamped for the night at Stony Creek, and that

they had a party of 1,500 men on the Lake shore. On the return of the party sometime near midnight, when Mr. Merritt and a number of officers, were lying on the grass fast asleep, a suggestion was made either by Coronet McKenney or Mr. George, an Ensign in the Militia, that it would be a good idea to attack the enemy in their camp, and probably surprise them before daylight shewed the real state of their numbers. Col. Harvey approved of the plan, and proposed it to General Vincent, who after a little deliberation proceeded to carry it into effect, much to the joy of all who left their homes a few days ago in grief and sadness of heart.

In the dead silence of a warm summer's night, the order to advance was quietly given, and never were preparations for a deadly grapple with an invading foe more heartily received. It has been truly and eloquently said that the battle of Stony Creek was neither a Waterloo nor an Inkermann, but, that the issues at stake for the men of the Niagara peninsula were, everything equal, as important in their results as the success of the most dearly won field that ever the conquerors rested upon.

Mr. Merritt in his journal of the war, gives the following account of this important fight:—

"The order came to move forward; we had to march six miles before we came up to their pickets; our force consisted of only 500 men, with one field piece in the rear, which was of no manner of use. All my hopes depended upon this bold enterprise, for had we not attacked them they would have advanced the next morning, and in all probability we should have retired without risking an action, as our force was not one-third of theirs. Proctor and the whole upper country would have fallen.

"On our arrival at Davis's we heard a report of a gun from their picket; the detachment halted, formed into sections, and the loading was drawn from each gun. The light companies of the 49th Kings were in advance; Gen Vincent and staff at the head of the column in their rear. I was attached to him for the night. The enemy were encamped on Gage's fields, in a very advantageous position; 2,000 of their men were on the hill to the right of the road, and 500 in a lane on the left, in advance of their artillery, which was situated on a hill directly in front of the road that our troops must come; their pickets nearly a half mile in advance, also in the woods. These we made prisoners, without giving alarm. On our entering the clearing we were fired on by the second picket, who were more alert. The 500 on our left were the first that were discovered.

"Gen. Vincent ordered a charge, and our men set up a tremendous shout, which continued along the whole line, and was the cause of throwing the enemy into the greatest disorder and confusion imaginable. Our two light companies of the 49th routed the 500 before the main body had time to come up. Coronet George was by my side, and told me the fight was over, and the victory ours.

"I happened to cast my eyes around, and discovered the fires of the main body, which I shewed him. Col. Harvey and the officers were using every exertion to get the men formed, when the enemy opened a most tremendous fire on us from the hill, and likewise opened from their guns on the opposite side. Our men were dispersed in every direction; and had not Colonel

Penderlethe, with 30 men, charged and captured their guns, we should have been completely defeated. I never heard so rapid a discharge of musketry; the hill was a continual sheet of fire. However, after capturing their artillery and both their generals, they thought proper to retreat from the field. At the appearance of daylight we followed their example, fearing that when they discovered our force they would renew the attack.

"After we left the field, Col. Harvey desired me to return, and if possible find Maj. Gen. Vincent, supposed to be either dead or wounded. Not thinking of the enemy, I was challenged by a sentry under old Gage's house. I was on the point of surrendering, as my pistols were both in my holsters, when I adopted the stratagem of enquiring 'who placed him there?' and rode up to him. He, by my blue military coat, took me for one of his own party, and answered 'his Captain, who had just gone into the house with a party of men.' I then enquired if he had found the British General, and pulled out my pistol, which made him drop his gun. At that moment a man without any gun ran down the hill; I called him; he came, when I had the good fortune to secure both, and bring them off. This stratagem had succeeded once before, or I should not have thought of it."

The enemy retreated next morning, followed by droves of Indians and militia, who on hearing of the fight gathered from all parts. Mr. Merritt was rejoiced to get back once more to the old homestead on the "Twelve," although his outpost had only arrived at the Twenty Mile Creek. The ordinary excitement of outpost duty seems to have had a charm for him at this time, as he volunteered to keep the advance of the army, and in consequence ran severe risks of being either killed or made prisoner; in fact his energy and activity, coupled with his intimate knowledge of the country, made him so obnoxious to the enemy that they several times tried to effect the capture of him and his small party, but without success. On the 24th June, Col. Boastler and about 600 of the enemy endeavoured to take them, but got caught at the Beaverdams, and had the mortification of being defeated and made prisoners, with his whole force, except six men who escaped. Mr. Merritt's party formed the escort, who took the prisoners to head quarters on the "Forty."

The duty at this time was very harrassing, as it included nearly everything that outposts are engaged in. At one time feeling the lines of the opposing force, or learning the whereabouts of their scouting parties; and at others, hunting the country for forty or fifty miles round, after secreted spies; so that, taken on the whole, very little time was given for rest or relaxation.

The head quarters of the army had now moved on to the "Twelve;" Gen. Vincent taking up his quarters at Squire Adams' homestead. On the 29th, an alarm came that the whole States army were again advancing, which caused Mr. M. to be sent off to ascertain the truth, which was, that they had never left their entrenchments. On the 1st of July, the advance was pushed on to St. Davids. On the 2nd, being at the "Twelve," Mr. M. was presented to Major Gen. De Rottenburgh, who had arrived to take command

of the army, as well as being President of the Province. Mr. M. Says, "He brought with him a very great name, so we expected he would do wonders. In fact he did nothing."

The 3rd was his birth-day—he being twenty years old—which his friends at the "Twelve" celebrated with a fine dinner prepared by his mother. The advance was then at the Eight Mile Creek; and Mr. M. being sent with a flag of truce, was made prisoner by a Major Forsyth, who detained him for a few hours, and treated him and his party in a most rascally manner; which being represented to the States General, Dearborn, dismised the Major. He was afterwards killed at Odell Town, L. C., by a skirmishing party. A number of Indians now arrived from the west, and were received by their dusky companions with the army, in grand style.

On the 6th, Mr. M. was sent down to Cassell Chorus, near Niagara, in company with Captain Hamilton, Jarvis, McKenny and Ball, to find some medicine which was buried there. Whilst on this expedition, they had a slight skirmish with some States dragoons, without any result. Next day they procured a waggon, had the chest dug up and sent off. Whilst at breakfast, in Squire P. Ball's, a fight commenced between the Indians under Captain Norton and Chief Blackbird, and about 600 of the States Infantry. Into this fight Mr. Merritt and his party were reluctantly drawn; but by their example, the Indians became master of the field; the enemy's loss being 50 in killed and taken prisoners. Mr. Merritt says: "For this recontre I was "mentioned in general orders, and got more credit than I deserved, "as I was drawn into it against my will. . . . I was rather flattered "by this mark of distinction, conscious the service had been well performed."

The Indians were very troublesome in the neighbourhood where they encamped by the Ten, and Mr. Merritt removed to that station with the best part of his troop, which kept them in check, and under better discipline. The head quarters were now removed to St. Davids, with the army at the Four Mile Creek, and the advance a mile further on, in entrenched positions, so that the old ground was nearly all regained. Whilst here, Mr. Merritt says "he had very little to do except taking tea with the ladies." Here he was taken sick for a few days, but soon recovered. On the 20th a troop of the 19th Light Dragoons arrived, and Mr. Merritt obtained permission to go to Montreal to bring up the long promised appointments for his troop, the men of which were by this time nearly naked. The saddles and bridles were in a bad state, and the men were made complete "post boys" of; still they did their duty in the most patient manner, although they were often sadly abused and overworked. Having obtained letters from Col. Harvey and others to Col. Baynes, the Adjutant Gen., on the 28th Mr. Merritt left the Twelve, *en route* for Montreal, on horse-back; and accompanied by his servant, he arrived in Kingston on the 2nd of August, and here met another troop of the 19th Dragoons on their way up. He presented his letters to the

Adjutant Gen., who kindly received him; he was also presented to Sir Geo. Prevost and other distinguished individuals; but on applying for the appointments for his troop, he was informed that the removal of the 19th Regulars had done away with the necessity of their services, and that had it not been for Mr. Merritt's personal exertions, the troop would have been disbanded; further, that the war could not possibly last six months longer. These remarks so annoyed Mr. Merritt that he immediately tendered his resignation, which, however. was not accepted. He acknowledges the friendship of Major Fulton upon this occasion.

He then proceeded on to Montreal; but his opinion of the Commander-in-Chief was not quite so favourable as formerly: in fact he learned for the first time that there *was* a prejudice against the militia by military men, which was getting to be very annoying to the inhabitants. He found that he was a particular favourite when on particular service, but *that* being over, he was forgotton.

In Montreal he waited on Sir R. H. Sheaffe, and Capt. Loring, his Aidecamp, who from old acquaintance sake treated him kindly and did everything in their power for him. He procured clothing for his men, but could not get the other appointments, as they had not arrived at Quebec. He spent three weeks in Montreal, and had the pleasure of finding that his friends in the Upper Province had full credit for everything they had done in defence of the country, and was pleased in finding that the Regulars had not obtained all the glory. Mr. Merritt arrived in Kingston on his way home, on the 28th of August.

A trip up the Lake at this time partook of no small share of general excitement, as Mr. Broomhead, an English gentleman, who accompanied Mr. Merritt to Upper Canada, for the purpose of seeing Niagara Falls, must have found out. Extract from Journal:—

"After an infinite deal of trouble, I obtained a boat at Kingston, and left there in the first part of September, in company with two other boats. In passing Presque Isle, I heard a cannonading between the two fleets. It was a running fight from the Genesee Harbor to Kingston. On the 10th, early in the morning, I left Smith's Creek with a fair wind; discovered two sails ahead; fearing they might be the enemy, I prudently put back to the Creek; I took a boat and reconnoitred and found them to be enemies—I returned and landed everything from the boats, one of which had a quantity of specie for the Commissariat. We drew up our forces at the mouth of the Creek (consisting of 20 men with 12 muskets only.)

"I sent expresses in all directions for the militia; the vessels came opposite to us and laid off for some time, but did not think proper to land. Nothing particular occurred during the remainder of the passage to the Twelve Mile Creek, where we arrived on the 20th of September."

During his absence his family were very ill, but were recovering when he arrived. A naval engagement also occurred on the Lake opposite the entrance to the "Twelve," where, on the 4th of August, Sir James Yeo

bore down on part of the enemy's fleet, and captured two of them, another ship upset, and went to the bottom with all hands, and the remainder escaped to a harbour. When Mr. Merritt arrived from below, he found the prospect very gloomy; the army was sickly and dispirited; many were deserting; nearly all the Indians had gone. His own troop was in a most wretched state.

If he had not feared that his motives might have been misinterpreted, he would have resigned, an act which no doubt would have been justified under the circumstances, as the duty was both onerous and fatigueing, and the reward, nothing—hardly the thanks of his superiors in the regular army. However, his feelings arose with the general depression, and he turned his whole attention to his troop, which rapidly improved, both men and horses; in fact his determination of receiving justice or leaving the service proved of the greatest advantage, as his men received every allowance that was extended to the 19th Regulars. He discarded the imperfect horses in his troop, and like a prudent and sagacious officer, re-furnished his stud at the expense of the enemy, by making an occasional foray where least expected, and carrying off their best horses.

A general movement of the enemy from the Niagara frontier down to Sackett's Harbour, or rather Lower Canada, caused General De Rottenburgh and suite, with Col. Harvey, to go to Kingston. They were followed by the 49th and 104th Voltigeurs, and Glengarry Light Infantry Regiments, which materially diminished the strength of our force, and made many feel uneasy at the weak state of the army.

General Vincent was left in command with part of the 100th Regiment, King's Royals, one company of the 89th and one or two companies of Glengarrys. This small force kept General Scott, with about 1,000 U. S. regulars and a good force of militia, closely blockaded within the precincts of Fort George and Niagara town.

On the 7th of September, they made an attack on the outlying pickets on the swamp road, who followed and drove them into the garrison. On returning, they found our force, when a lengthly skirmish occurred, and continued without intermission until evening, when each party withdrew. The loss was trifling. Col. Murray, who commanded the rear guard, behaved in a most gallant manner. From that time forward Mr. Merritt courted his friendship more than any other officer in the army.

In the beginning of October, Mr. Merritt's brother-in-law, Mr. Gordon, left the "Twelve" for Burlington, in a boat, containing his wife and family. On nearing the Forty Mile Creek, they encountered a violent storm, and were nearly drowned. They were accompanied by a younger sister of Mr. Merritt's who was ill at the time. The severity of the voyage, and the wetting she got, brought her to the verge of the grave.

On the 7th and 8th of October Mr. Merritt got two days leave of absence,

to go up to see her, expecting to find her a corpse; but to his surprise and pleasure, on his arrival he found her much better.

On the morning of the 9th, when preparing to return, he heard from Captain Hertchy that the whole army was on the retreat to Burlington. It seems that on the 9th General Vincent heard of Proctor's defeat, and fearing General Harrison would follow up his victory on the Thames, and get possession of Burlington Heights, he destroyed all his stores, but left a large quantity of flour, part of which fell into the hands of the enemy.

Mr. Merritt was astonished, and rode back as fast as possible, to find everything in confusion, and the men scattered in all directions; he met the advance guard at the Fifteen Mile Creek. His father determined to follow the army; but being very ill, after much persuasion he consented to remain at home. The trials of his family were very severe at this important time, as Mr. Merritt's Journal shews:—

"There was no help to be had, for everything remained exposed in the house for the first marauding party to plunder, which I was certain would be done. Maria returned and stayed with my father, mother and sister at the Forty Mile Creek, more dead than alive. Caroline, her husband, and two children at Burlington, all sick, and myself on the way wherever fortune chose to bear me. Such another scene I hope never to witness again. There was not a dry cheek to be seen in parting with the good people, as they were confident we must be off, this being the second time."

Mr. Merritt left home at 10 o'clock at night, and marched as far as Couse's in a heavy rain; he breakfasted at Mr. Nelles's, with his mother, who was nearly out of her senses; his invalid sister he found fast recovering. He arrived at Burlington, and from there was sent to Dundas. Here he heard from his father, to whom the States troops under Col. Chapin had behaved very well. A traitor named Wilcox had the management of the civil offices of the districts. Mr. Merritt and some of his friends would occasionally ride as far as the Forty Mile Creek to see the ladies, and were nearly taken prisoners one evening when returning. On the 10th or 12th of November he was sent to Fort George with a flag of truce, and if possible to find out the strength of the enemy, and establish a correspondence, so that information could be got of their movements. On arriving at the Fort, he heard that his father had been made prisoner by the traitor Wilcox. This circumstance so enraged Mr. Merritt that in his Journal he tells us of "having taken many a long and weary ride, in the lonely hours of the night, in hope of catching Wilcox and making an example of him, and all traitors," of whom it appears there were not a few in the district. He was conducted blindfold to General Harrison's quarters, and was treated with every attention by the States General, who sent across the river for Mr. Merritt's father, and promised to send him home in a day or two.

A report having reached General Vincent that the fleet on Lake Erie was driven ashore at Point Albino, he despatched Mr. Merritt across the

country to ascertain the truth, and destroy the fleet sooner than let them fall into the hands of the enemy. After riding for several days in miserable weather, and over roads almost impassable, he found the report to be false. While here, he heard that the fleet on Lake Ontario was in the same predicament, which made him hasten back, as the report if true, was far more important than the other.

Whilst on the return back a strange affair occured, whereby he and Coronet McKenny, his bosom friend, were near shooting each other in the darkness, they having mistaken each other for one of the enemy's pickets.

Mr. Merritt remained some time in Dundas, and believed that his leaders had given up the idea of retaking the country. The old town of Dundas, peacefully reposing at the base of the mountain, was a pleasant place to live in during these stirring times, containing a number of the oldest and most respectable families then settled in the district, whose hospitality was proverbial, and whose houses were always open to the loyal defenders of the country. It is not to be wondered at that the officers quartered at Burlington, paid occasional visits to the old valley city, where the kindly greetings and pleasant smiles of the fair sex gave a cordial welcome to the war-worn soldiers, and lightened their troubles with the fashionable amusements of the times.

On the evening of the 1st of December, 1813, when the rigours of a Canadian winter was felt without, and the sound of the merry sleigh-bells tinkled over the frozen roads, which then wound with devious twistings through the partly cleared forests, whose silence was unbroken save by the voice of the solitary owl or the harsh bark of the prowling wolf,—a large and select party was assembled at the house of Miss Cooley, where, for the evening, were gathered the brave and the fair of the old district. Glad music, the dance, and happy song of other days soon chased the short hours away. No doubt but that the oft-told tale was told again, and the pleasing recollections of other days were again repeated, to add to the joys of the night—when suddenly the harmony of the meeting was disturbed by the loud knock of an orderly dragoon, who came to summon the officers there assembled, from the tests of love to the sterner duties of war, as orders had been issued for the army once more to assume the aggressive, and march immediately. The parting good-by and the secret squeeze were soon given.

At midnight Mr. Merritt and and his troop were on their way to the Forty Mile Creek, where they arrived by day-break, taking several prisoners. They soon pushed their outposts to the Twelve. Mr. Merritt procured 40 or 50 sleighs, and on the morning of the 9th proceeded to Ball's Mills, loaded a number of them with flour, and sent them back to the main body; with the others, he pushed on to the Twelve, and brought off his father who was ill, and several others, besides what valuables he could from his house, as the enemy in their retreat threatened to burn the houses. On

informing Col. Murray of his expedition, he was severly reprimanded. Soon after, a flag of truce made its appearance. Mr. Merritt rode over to meet it, and received a letter for General Vincent. By a judicious arrangement of his small force, he made the bearers of the flag believe that the whole army was advancing, and the greater part of it at the Twelve, whereas the advance was only at the "Twenty."

During the night he discovered by the glare, that the town of Niagara was on fire, which caused the whole force to move on, as they knew the enemy were in a hurry to get out of the country. Col. Murray and part of the 19th dragoons soon came up, and they advanced near the burning town. When a sad sight presented itself, as the following extract from his Journal describes:—

"Nothing but heaps of coals, and the streets full of furniture that the inhabitants were fortunate enough to get out of their houses, met the eye in all directions. Mr. Gordon's house, my old quarters, was the only one left standing. The garrison was abandoned. Many tents left standing, the barracks and wood-work nearly consumed. We were very apprehensive that a mine was left for our destruction; a musket cartridge burst upon our ascending the cavalier bastion. Each took it for a match to a concealed mine, and gave our lives up for a rise in the air, fortunately our fears were groundless. . . . . I returned to the Rev. Mr. Addison's, almost famished with cold and hunger, and had a good sleep. On the 12th the whole army were on the move from Burlington Heights. The general staff, and a captain proceded to Fort Erie, and made some prisoners."

Niagara was in ruins! Of the once stirring little town—the hope and pride of the surrounding settlers—little remained save a heap of smouldering ashes. The small satisfaction it afforded the invaders was bitterly felt and amply revenged by the bold and successful movement which occurred in a few days afterwards, when Buffalo shared the same fate at the hands of our troops.

Colonel Murray had now resolved to carry the war over the border, and preparations were immediately made to transport the troops across, and attack Fort Niagara. Mr. Merritt was busily employed getting teams to convey the boats down from Burlington. He also crossed the river with a flag of truce, and came near perishing, in his conveyance, (a small punt) which was drawn into a whirlpool, and almost swamped.

On the arrival of Generals Drummond and Riall, and Col. Harvey, the attack was postponed until Captain Kirby arrived from Burlington, with the boats, which were soon brought down to the Four Mile Creek, and from there drawn to Wilson's (the place slected for the embarkation) unforeseen difficulties prevented their crossing, although the men were on the spot waiting every night. The excitement pervading all ranks arose to fever height. The cold and piercing winds which at that season of the year swept over the mighty lakes and barren hills, failed to damp the ardour of these men who were burning with indignation to raise their flag upon the enemy's

soil, and with blood and fire avenge the destruction of Niagara, and wipe out the insults which they had twice suffered from the invading foe.

Energy and activity was the order of the day; every man was doing his share to forward the preparations for attack, and confidence pervaded all the ranks. Unfortunately for our subject, the violent exercise and hard work, both mentally and physically, which he had undergone during the past few days, brought on a severe illness, and to his bitter mortification he was taken home in a sleigh by his father, dangerously ill, just at the time when he was to have crossed the Niagara River with Colonel Murray, and participate in the honour of witnessing its capture. Although absent sorely against his wish, still his services were not forgotten, as the following extract will shew:—

"On Saturday night they crossed over, and were crowned with success. This was another of my most unfortunate military events; as I had been employed in all the other movements and honourably mentioned, and now deprived of sharing in the most glorious affair that happened in the Upper Province. Capt. Kirby was particularly and deservedly mentioned in the public despatches. Colonel Murray, however, entitled me and my troop to a share of the prize money of the place, for our services."

After a sharp contest, Buffalo was captured and burned, in retaliation for Niagara; and our subject, though still confined to the house, had the pleasure of hearing that for the present the country was rid of all its enemies. General Drummond left for Kingston, with the satisfaction of knowing that things were more prosperous than when he assumed command.

Lieut. Ingersoll and Coronet McKenny were sent to Quebec with their prisoners, Col. Chapin and Capt. Leonard, who commanded Fort Niagara. And thus terminated the Campaign of 1813, which from every point of view reflects no discredit upon our arms.

Service in the Campaign of 1814.

When Mr. Merritt recovered, the army was in winter quarters, and everything was quiet along the frontier. Repairing to Queenston, where his troops were quartered, he found that they had been totally neglected. And there was no immediate occasion for their services, he obtained leave to change their quarters to the "Twelve," so that he could be as near as possible to his command. He soon got everything in good order, recruited more men, and found horses, so that when Ingersoll and McKenny returned from Quebec, at the end of February, they found a better state of affairs, and a confidence, which had not been felt hitherto existing amongst the army and people.

He was then ordered to Fort George, and got stables up and the men comfortably quartered. On the 1st of June he sent McKenny to Long Point and Burlington, to relieve Lieut. Ingersoll, whom he sent up six weeks previously, with 16 men, to to patrol this section of the country, as an attack was expected at that place, which might poissbly enable the enemy to penetrate as far as Burlington.

On the third day of July he arrived at that important period of life when youth is supposed to have merged into full manhood; and in honor of his attaining majority, his parents at the homestead on the Twelve prepared a grand dinner, to which a large number of friends were invited. At four o'clock, when just sitting down to dine, a dragoon arrived in hot haste, with intelligence that the enemy had landed at Fort Erie. The anniversary, it is needless to say, was celebrated without the ordinary after dinner oratory, and in a few moments Mr. Merritt was quickly spurring on to Fort George, where he found everything in activity, and all the troops which could be spared rapidly fileing off on the road to Chippawa. He went in the afternoon, with the intention of remaining, but was sent on to Col. Stewart who commanded at Fort George, as it was expected that the enemy's fleet would attack on the lake shore. During his absence an engagement took place at Chippawa, in which although successful, the enemy, suffered more than our people. The following remarks on this battle, from Mr. Merritt's Journal are well worthy of notice:—

"It certainly is a very delicate thing to censure a commanding officer, particularly one so popular and brave as General Riall, still, in this case, he acted hastily, neither did he employ all the means in his power. He sent away the 1st Regiment of militia in the morning, who were the best flankers in the country. The 103rd Regiment were laying at Burlingtou, 800 strong, which could have been down in two days. There were likewise all the militia of the country, which, when assembled, would have ensured success. Had they attacked us in the entrenchment, they would have fought to a great disadvantage. I came up in the evening after the action, with a party of the troop; every house was filled with the wounded; I stopped at Street's, and spent a very unpleasant night; many of the officers were lying wounded, groaning with pain. Such was the result of the battle of Chippawa."

On the 7th, preparations being made for a retreat to Fort George, Mr. Merritt rode over to his father's, and had the most valuable things removed to Burlington, as he belived that the country would be again exposed to the enemy. On his return he met the Indians who had decamped from the army, and were robbing the farm-yards and country stores. Mr. Merritt was sent next morning from Fort George to the "Twelve," with 15 of his troop to watch the movements of the enemy—it not being certain at this time whether their object was Burlington or Fort George. In either case Mr. Merritt was to retire on Burlington, after communicating with Fort George. His father sent away all the stock from the farm, and went to Burlington, but his mother could not be persuaded to leave the old house, as by this time she got to be well used to invasions.

Mr. Merritt says, "The country was never more destitute than at this "time, as all the militia had retired to Burlington, taking their stock with "them, and forced to leave their families totally unprotected."

Mr. Merritt was sent to Burlington, to order down Colonel Scott, who had assembled all the militia of the country, Indians, &c. He returned the next morning after a hard and rapid ride, having accomplished the journey of nearly 100 hundred miles in nine and one half hours.

The presence of the invading army was more severely felt by the people, on this occasion than on the previous ones, as they seem to have adopted a policy of intimidation towards the inhabitants, which first was shown by their refusal to give the bodies of the militiamen who were killed at Chippawa, to their friends for decent burial: and also by the systematic manner in which they plundered the people, even the females, of everything movable. Extract from Mr. Merritt's Journal:—

"The enemy's marauding party had not reached the Twelve yet, for hearing a party was there, they probably imagined it would be of some force, so far in advance of Burlington. Part of the Glengarrys arrived under Captain FitzGibbon, formerly of the 49th, who had so gallantly distinguished himself heretofore at Beaver Dams. On the 15th the 1st Regiment of militia were stationed at the Ten Mile Creek, Brown's; the 4th Regiment at Hutt's; two others at the Beaver Dams. The militia were daily skirmishing and driving in States' parties, who were plundering every house they could get at; they even plundered women of everything they had. The two last waggons were taken by young Ball, with a party who were carrying off soft soap, after clearing the house of everything. The bewildered families were obliged to leave their homes and place themselves under the protection of the army."

As on previous occasions, Mr. Merritt had his full share of outpost duty, varied by an occasional skirmish with the enemy. About 30 of the most robust and determined men in the militia, mostly officers, of whom our subject was one, volunteered as a corps of observation, under command of Capt. FitzGibbon. Part of their amusement was to hang on the skirts of the enemy, and annoy them by every possible means. They spent a week at this exciting work, and usually had five or six skirmishes daily, but without any results worth mentioning, until their party, from various causes, were reduced to 11, when they abandoned this mode of warfare for the more regular duties of their corps. Mr. M. also joined a similar party under Col. Drummond, of the 104th Regiment, with similar results. When, receiving intelligence of the enemy moving from Queenston, they prepared for sterner work, as subsequent events extracted from Mr. M.'s journal will explain:—

"The army was put in motion at 8 o'clock, and I arrived with part of my troop at Lundy's Lane, at 3 o'clock, of July 25th, 1814. Col. Pierson with the Light Brigade arriving shortly after. We proceeded on as far as Bridgewater. A few dragoons were sent on to the Falls to reconnoitre the camp at Chippawa. At 8 o'clock we fell back on Lunday's Lane, leaving an advanced picket at Mrs. Wilson's: but at 5 o'clock the enemy was observed advancing. Shortly after, they drove in our advance pickets. The militia and Light Brigade were ordered to retreat, as the main army were

several miles in the rear of Queenston and St. Davids. General Drummond arriving, ordered them back, and made disposition for giving battle; the Glengarrys and incorporated militia, 700 strong, received the first fire in the woods, two hundred yards in advance: two six pounders were placed near the Church, on an eminence. The 8th Regiment, 500 strong, with a detatchment of the 1st Royal Scots, that moment arrived, and were placed in the rear of the guns; my men on the right, with orders to join the 19th on the left, in Queenston Road. The enemy, on approaching the field, filed off to the right and left, exposed to the fire of the two field pieces, which did little execution. Amidst a galling fire from the Glengarrys and militia, the enemy advanced up to the guns almost unperceived, whena most gallant resistance was made by our men. The artillery men were exposed to both our fire and that of the enemy; at length, they were under the necessity of leaving their guns, which for a moment were in possession of the enemy. The dragoons on the left, under Major Lisle, retreated as far as Muddy Run, one and a half miles. The enemy's right outflanked us; and a company, shortly followed by a regiment, got possession of the road between the dragoons and the line in front. Major General Riall receiving a severe wound in the shoulder, was taken prisoner, returning by the road with Captain Loring, A.D.C., to General Drummond, and many other officers. At this time it was getting dark, so that it was impossible to discover friends from enemies at twenty yards distance. The first regiment of militia, under Major Robinson, coming up at this moment, made a disposition of charging, in hopes of retaking Major General Riall. I was sent to communicate his intention to the troops on the hill to our right. On my return to join my troop, I went rather too much to the right, falling in with the enemy's 28th regiment. It was impossible to make an escape, as I was completely surrounded. A few moments after, firing commenced from our men on the hill. Captain Clarke was taken prisoner nearly at the same time. I was taken prisoner by six fellows who were skulking from the fire which then raged with great fury. This put an end to my expeditions and observations of what was proceeding in our military arrangements. My favourite horse, Hyder Ally, was also taken. On passing Forsyth's, on my way to captivity, I heard the fire renewed, as the 10th had just arrived, who drove the enemy completely off the field, leaving us victors. Troops never could have behaved with greater coolness and bravery than ours. They fought against five times their numbers; the greater part of the army was six miles in the rear when the action commenced. We were sent that night to Schlosser, as prisoners, 14 in number; Major General Riall, wounded. Captain Loring, McLean, Nellis, Gore, Washbourne; Lieuts. Youle, Fraizer, Robins, Warffe; Quarter Masters Linn and Cairns, Ensign Kilborne and Captain W. H. Merritt of the dragoons. We were joined in the morning by Captain Brown, Lieut. Cline, and Lamont, Ensign Lever and Montgomery, who were taken in the last part of the action—making in all, 19 officers and 116 privates taken prisoners."

"The greater part of the officers were taken by mistaking the enemy for friends, in consequence of the darkness of the night. We were kept out all night around a fire; tents could not be provided until next morning. We were all much fatigued; many had been for several nights without sleep. We were marched under a strong escort to Buffalo, 24 miles, so that on our arrival we were completely worn out. The officer who had charge of us, I

cannot speak much in favor of. We were sent to Pomeroy's Inn, where we procured a good supper, and took a very comfortable nap on the tables."

"The following day they were paroled for Greenbush, in the interior of Massachusetts, and their guard dismissed. It is not deemed necessary to give the particulars of the manner in which our subject passed his time whilst a prisoner of war, although his well-kept journal is both interesting and amusing on that point, as the few extracts here given will shew :—

"August 28th. Heavy rain all day; spent the afternoon with Captain Dawson; party in the evening; heard many anecdotes, particularly of Mrs. Norton's affairs. Creek rose very high, carried off the cotton manufactory at Adamstown."

"29th. Took a long ride in the morning with Mr. Rowe of the Navy; visited Mr. Mills, the waggon maker; cricket in the afternoon; received an answer to the letter I wrote to Major Melville, on the 27th. Mr. Foster brought a report from Pittsfield of Lord Hill having taken possession of Washington; to celebrate the event, we had a dinner party which lasted till 12 o'clock."

"Sept. 9th. Took a long ride; played billiards, and strolled about, read, and at last drowned my cares in the arms of Morpheus, &c., &c."

"23rd. Wet, cold, rainy weather; went to church. Elders Lerlaw and Roach held forth to a large congregation; a number of beautiful girls there. This day two months I had the misfortune to be made prisoner, &c., &c."

As the foregoing is a sample, shewing how time was passed by all the officers, we will conclude this chapter by stating that Mr. Merritt was detained a prisoner of war for about eight months, when the prisoners got their freedom by the closing of the war, and he reached home about the end of March, 1815.

We cannot close this brief sketch of the war of 1812 without noticing the important results which often spring from such causes, so that a race of people who in a measure felt only a temporary estrangement, should have by this act completed in every respect a separation which has now led to the establishment of distinct forms of government tantamount to nationality; sprung from a common stock, and speaking the same language, yet having laws and traditions as wide apart as the old countries of Europe. Whatever might have been the feelings of the old U. E. Tories in Canada to their Whig opponents on the other side of the line, the attempt of the latter, in the war of 1812, to complete the conquest of the Northern part of the continent, and absorb their old opponents, aroused a spirit of successful opposition that led to a defining of boundaries, which in a short time culminated in the laying of the foundation for a new nation, which under proper guidance will eventually it is hoped take no unimportant position amongst the nations of the earth, and conclusively prove that however weak or unprepared for a struggle a country may be, the designs of an all-dispensing Providence cannot be set aside, and that the Great Disposer of men and things may place a limit to the ideas and actions of the most aggressive.

The reader who has patiently followed the course of this narrative, can hardly fail to have remarked the extraordinary activity and the energetic disposition which characterized our subject in everything which he attempted to accomplish. Few men seem to have appreciated the important value of time more than he did; hence, in a few days after the proclamation of peace, and his consequent liberation, we find him at the home of his affianciel Miss Catharine Prendergast, in Mayville, N. Y. State.

The marriage took place on the 13th of March, 1815. So we may fairly state that he, at least, lost no time in exchanging the bonds of war for those of matrimony. The aimable young lady whom for the future becomes the sharer alike of his joys and troubles, was the daughter of Doctor Prendergast of Mayville, N. Y., a gentleman of considerable means, an influential member of the N. Y. Legislature, and an individual highly esteemed by all who knew him. His father was a native of Waterford, Ireland, and a professional ship-builder. He came to St.Johns, Newfoundland, in the early part of the last century, and carried on business there for a time; from thence he moved to New York, and married Mahitable Wing, daughter of Jedediah Wing, of Duchess County, where the Doctor was born in 1764. In 1766 he was charged with being implicated in some local rebellion, and judged by the severe code of those days, he was sentenced to death, but was fully reprieved by his gracious Majesty, George the Third. He then moved to Pittstown, near Bennington; from here a number of people started to the South-West, with the intention of colonizing Tennesee. Amongst them was the Doctor, and others of his family. The climate of the South did not agree with their health, so he returned in the fall of 1805, and decided on settling in Canada. In descending the mountain near De-Cews, the light carriage used by the old people broke down, which caused them to locate in the vicinity, till near the breaking out of the war of 1812, when they returned to the States, and resided at Mayville. It was during their stay in Canada that Mr. Merritt first became acquainted with the lady whom we have now introduced as his wife. After spending part of the honeymoon at the home of his bride, they bade adieu to their affectionate parents, and came on to their future residence on the "Twelve." The journey was made on horseback, it being the most convenient mode of travelling in those days. They arrived at Buffalo, which was being rebuilt, and crossing the river at Black Rock, were soon at the home of their old friends, where, it is needless to say, they received a hearty welcome. In a few months afterwards, Mr. Merritt having occasion to visit head quarters at Quebec, in reference to some unsettled military matters, left his wife at her father's in Mayville, and returning to Niagara, he sailed from that place, and arrived at the ancient capital on the 6th of July. Having finished his business, he left Quebec on the 14th of the same month, in a steamboat crowded with passengers, amongst whom was his old friend Col. Clarke.

This was about the time when steam navigation was introduced upon our waters. A reference to his journal describes the trip to Montreal :—

"Stopped to wood up at Three Rivers. We unfortunately grounded at Sorel. This boat makes the round trip, between Quebec and Montreal in a week. There is another boat on the line, making two passages a week. We could not get off from Sorel, by any exertion, until the other boat came along. We had the utmost difficulty in stemming the current, owing to this, although due in the evening, we had to remain on board all night."

The rates of travelling in those days must have kept many would-be pleasure-seekers and tourists at home, as the journal gives the following expenses of the trip. "Niagara to Montreal, £5. 2. 6, N. Y. C'y; Montreal "(to Quebec, by steam boat,) £3. 0. 0. Quebec to Montreal, £3. 10. and ex- "penses, 12s. 6d. Steamboat on Lake Champlain to Burlington, Vermont, "£1. 0. 0. From Albany to New York, in a steamboat bearing the classic "name of '*The Car of Neptune*,' $7 00."

In Montreal Mr. M. made a number of purchases to be sent up by the first "brigade of boats," under the charge of Mr. Nelles. Leaving Montreal, he crossed the river to Longeuil, and from thence, via stage and boat to Albany, where he remained a short time, and then proceeded to New York by steamboat, the passage occupying 14 hours. In New York he learned that his uncle Nehemiah from New Brunswick had been there but a fortnight previously. He also purchased goods to the amount of $1,700, which he forwarded on to Canada; and having obtained an agency to transact some business there, he took his departure, and arrived in Buffalo in about eight days, having traveled most of the journey by stage. Sending his trunk on to Niagara in charge of Mr. Stocking, he proceeded on horseback to the residence of his father-in-law at Chatauque, where his wife was then stopping. He remained a fortnight at this delightful spot, and left for Niagara, where he found his goods had arrived safe from New York. The late war having completely cleared off nearly all the merchandise in the country, Mr. Merritt judged that a first rate opportunity presented itself for a merchant to commence business. He accordingly purchased 25 acres of land at "Shipman's Corners," for which he paid $625, and forthwith commenced to build a large house, part of which he intended for a dwelling, and the remainder for a store; and it being situated on the main road from Niagara, was in a good location, and became a pleasing addition to the rising settlement. Afterwards it was converted into an hotel, known as the "St. Catharines House," and was eventually burned down.

During the time his building was going on he opened part of his goods at Niagara, and some at Queenston, that being the principal rendezvous for fur and other traders. He also took some to the naval station on the Grand River. At all of those places he found a ready sale for his stock, and soon created a large and profitable business.

From Queenston he opened a correspondence with Messrs. Townsend & Co., of Oswego, in reference to the price of patent salt, delivered at Queenston. From Niagara he wrote to Messrs. Van Winkle & Co., telling them that he had opened the books which he purchased from them, for which he hoped to have a ready sale, so that in the fall he might give them another order. There were no books for sale in the country then; so that to Mr. Merritt belongs the credit of being the pioneer disseminator of knowledge—in fact the first book-seller in this part of the Province. He also opened a land agency, which was very much needed at that time.

When in New York he made the acquaintance of Mr. Bruce, a grandson to David Ramsay, who had been left by will 1,400 acres of land, one lot of which was located four miles from York, now Toronto; in these transactions there was a large correspondence.

There being no post-office at Queenston, communication with the States was very expensive. Mr. Merritt has left a memorandum which shews the expense incurred in forwarding a letter to his correspondent in New York, viz:—"Ferry, and sundry other expenses which had to be borne before I could mail my letter, four dollars." Canadian postage was also expensive, and conveyance slow. And as to communication with England, letters could only be interchanged once or twice a year.

In the fall of the year he went to Mayville, and returned with Mrs. Merritt to Niagara, where they resided with his father, the Sheriff, who now lived there, as the old homestead on the "Twelve," having been very much used during the war, needed repairs.

In February, 1816, he proceeded to York, where he had business with the authorities, relative to his claims; and having satisfactorily settled with them, returned home, where he had some conversation with Mr. Thomas Adams, relative to a mill-site on his property.

Mr. Adams built the first tavern, in 1797, which he afterwards sold to Mr. Butler, and he to Paul Shipman, hence the early name of the settlement, "Shipman's Corner's," and St. Paul street now.

The property purchased by Mr. Adams was part of the Hamilton estate, which was ultimately sold to different individuals. On the mill-site which Mr. Merritt was in treaty for, stood a small saw-mill, almost worn out, being erected years ago by Mr. Thomas Merritt, Thomas Adams and Caleb Mulkens. In about a month the bargain was concluded, and Mr. Merritt agreed to pay off the incumbrance to the Hamilton estate, and $1,000 to the then proprietors. This purchase consisted of the mill privilege and about 50 acres of land. The document relating to the purchase is dated March 27, 1816. The builder with whom he contracted to erect his store failed before finishing the job; and it was ultimately completed by Mr. Rufus Wright.

Before the house was ready, Mrs. Merritt again visited her family in Mayville, accompanied by her husband, who afterwards returned to super-

intend his business. The saw-mill he repaired in such a manner as to soon have it in good running order; and with the lumber which he cut he rebuilt the grist mill. This fully occupied his time until the fall, when his house was in readiness to receive Mrs. Merritt, who returned from Mayville, escorted by her father, Dr. Prendergast.

With the exception of the actual necessaries of life, there is no article more indispensable to mankind than salt. It has been jocularly remarked, that "were it not for salt, pork and flour, the forests of America would still be standing, and the land unsettled." How true the foregoing may be, we will not say; but it can hardly be denied that salt is a necessary particularly indispensable to the settlers in a new country, and a steady supply of this commodity is always a source of anxiety to agriculturalists and others at a distance from the sea-board. In early days the inhabitants of this district had to import their salt from the east, which, owing to the imperfect mode of transportation, rendered that article a costly commodity. It is known that wild animals will travel vast tracts of country in search of this relish, and the Indians always found their best deer and other animals in the vicinity of those briny rills, familiarly known as "salt licks," which are occasionally to be found in different parts of the country.

In 1793, Governor Simcoe felt the want of having a home supply so much that he established works on a small scale at one of those licks, in part of the District now known as the Township of Louth.

As the works at Onondaga increased, salt became comparatively cheap, and these works were abandoned. But during the war of 1812 the scarcity was so great that each one was allowed to boil his own salt at the Government works. It was worth from $10 to $15 per bushel, and very scarce at these enormous prices. One of these salt springs were on Mr. Merritt's property, on the Twelve. Amongst his other undertakings he had the spring cleaned up and properly curbed; and in August, 1816, he commenced to manufacture salt by simply boiling the water from the natural spring. Afterwards he increased the works, as the following extract from a letter written to Mrs. Merritt in Mayville will shew:—"The lower spring "I have taken in hand, and stopped out the fresh water entirely; and will "commence drilling through the rock this week."

In the same letter he mentions the withdrawal of his stock from the Grand River, the naval establishment at that place being about to be removed.

The salt works soon became in a flourishing state. We find the following entry in his journal:—"Loaded 50 barrels of salt on schooner *Industry*, for Port Hope," &c.

Mr. Merritt also built a pot-ashery. So that at this period it must be evident to the reader that his time was fully occupied with trade and improvements.

After the war of 1812, several of the officers who had been engaged therein settled around this place. Charles Ingersoll, one of a family of early settlers who held a large tract of land in Oxford, took a great fancy to the neighbourhood of the "Twelve," where he built a house, and soon afterwards entered into partnership with Mr. Merritt—to whose second sister, Maria, he was married on the 5th of September, 1816.

Mr. Merritt now removed the remainder of his stocks from the stores at Niagara and Queenston, and they carried on an extensive business in the house Mr. Ingersoll built. Mr. M. in the meantime converting his own building into a dwelling-house. Mr. M. had good business connexions in Montreal—with Girard, Gillespie & Co., and Forsyth, Richardson & Co.—from whom they received large supplies of goods. Their business was carried on for three years; but from over-trading and bad debts it was wound up at the end of 1819, and Mr. Ingersoll returned to Oxford. In process of time the deficiency was all paid; the merchants with whom they dealt testifying to the honourable characters of Messrs. Merritt & Ingersoll.

Mr. Merritt also established a distillery, which he carried on upon a small scale, it being impossible with a limited capital to do an extensive business—the proceeds going to satisfy for the goods of the firm.

In the autumn of this year Mrs. Merritt was confined with her first-born, which they named Thomas, after his grandfather.

1817. This year was noticeable for the means taken to divert the tide of emigration moving from the British islands to the United States, towards Canada. The prospect of a permanent peace with the States, and the fact of the British Government offering free passages, and a grant of land, induced many to leave the country of their birth, and try for their fortunes in the "forests of Canada," as this country was then considered. Among these was the famous Robert Gourlay, whose advent into the colony was trumpeted by a grand scheme of peopleing the waste lands by his tenantry and families in Scotland. The event was celebrated by demonstrations of the inhabitants. At one of these, (a ball held at Shipman's,) where he was, he was partner to Mrs. Merritt at the first set of country dances.

The deferred payment of war losses, by harrowing the minds of the population, afforded a most favouring condition for operations. He soon set to work to sow the seeds of enquiry, by calling public meetings to brood over imaginary wrongs. Business was neglected to listen to his speeches. Many happy homes were rendered miserable by the introduction of politics, which caused neglect and misfortune to ensue to those who might have been better occupied in attending to their farms and stock, instead of endeavouring to realize visionary schemes which time and perseverance in their individual pursuits alone could accomplish. No doubt there were many things remiss in the colony, among them the delay in settling war losses, which men hardly yet free from the ravages of war, would feel

keenly; but still, we question if rampant agitation by any number of struggling settlers, who invariably have their hands full at home, could procure a remedy, and least of all for an individual whose business was land agent, and who expected to draw large tracts, when their war losses were to be made out of lands. Happily there was wisdom enough in the country to see through the too-advanced schemes of Mr. Gourlay, and put a check to them by sending him out of the country. As a statistitian, he has done a service by giving us a true estimate of the country at the time.

During the wet season, the new saw mill cut a large quantity of lumber, part of which Mr. Merritt, on the approach of settled weather, conveyed by raft to Niagara, also sending flour and ashes by schooner to Kingston. To those intimate with him in after life, some of the incidents that occured in youth would appear strange and uncharacteristic; but the change was produced by a mature calculation. One of these incidents the author has often heard him relate, to point the moral of forbearance and the folly of contesting by force with the unreasonable and surly :—

His raft of staves was in jeoparday during a storm; and a lumberman not helping as ordered, angred him so, that he raised a handspike towards him, which, dodging, the man closed; and were it not for one of the other hands knocking down his assailant, Mr. Merritt would probably have got the worst of it.

In the summer of 1818 he went to Montreal on general business, but owing to the approaching financial crisis referred to, cash was very scarce, so that he got a low price for his commodities, and the business prospects appeared bad, as this country was beginning to feel the effects of the great monetary crisis which was about troubling England.

This year Mr. Merritt decided upon putting to use an idea which he quietly conceived years before, but always kept prominent in his active brain, and which ultimately resulted in one of the most gigantic and important public works on this continent. A scarcity of water for his mill supply occured, and was always uncertain in warm weather; so he believed a remedy for this could be found by having a communication with the Chippawa River. Calmly weighing the stupendious results which might yet accrue from the act, he determined to make a rough survey of the ground. There being no regular levelling instrument at hand, he borrowed a water level from Mr. Becket, who kept a small mill at the "Short Hills." With this instrument, and accompanied by Mr. Keefer, De Cew, and other neighbours, they started on their tour of surveying. They commenced at the south branch of the Twelve Mile Creek, now *Allanburgh*, which is about 350 feet above its exit into Lake Ontario—from thence they ran their line for a distance of two miles, due south, to the Chippawa; and upon reckoning up the result of their survey, they found that the dividing ridge or height of land was about thirty feet above the levels. This was the

first survey of the Welland Canal made, and of the results which have since transpired, few are unacquainted. It is, however, proper to state that owing to the imperfect instruments with which they conducted the survey, they made a mistake of 30 feet; the actual height being afterwards proved to be 60.

In this simple and apparently unprofitable act, we have the best illustration possible of the predominant sentiment of Mr. Merritt's mind, that great results may flow from the most trivial affairs. This survey, although very defective, was sufficient to *move the mountain*; as it drew attention to the question, and set people to consider and talk over the matter, more especially as Mr. Merritt had expressed his firm conviction that the connection between the lakes could be carried out by means of a canal. The long, pent-up, and treasured idea now burst forth, lending vigour and will towards its accomplishment. Mr. Merritt drew up a memorial to the Legislature, to which the names of all the influential settlers were attached, asking for an appropriation to be made for a correct survey. This honourable body then consisted of twenty members, and on the question of the memorialists being put, thirteen of them voted that the sum of £2,000 be given for a survey of the route, as well as that of the St. Lawrence. So it will be seen that the simple act of a few early settlers laid the foundations for the greatest water ways in the world.

In interesting the Legislature, Mr. Merritt gained a grand point, and after his departure, he left the plan and papers with Col. Burwell, who took great interest in the idea. Sir Peregrine Maitland was then administrator of the Government, and having fixed his residence at Stamford, not far from the projected route, was a firm friend and supporter of the canal. For the present Mr. Merritt was, however, doomed to disappointment, as the Government Engineer, Mr. Chewitt, surveyed a route for a canal 50 miles long, in a different part of the country, by commencing at the Grand River, and passing through Canbro', Caistor, Gainsboro', and Clinton, as a summit; thence descending towards the Twenty Mile Creek, and proceeding westerly, paralell with Lake Ontario, and terminating in Burlington Bay. The whole affair was as absurd as it was expensive, and happily bore no comparison with Mr. Merritt's route, which was only 28 miles long. Nothing further was done by the Government in 1818, as the available funds were wasted upon Chewitt's impracticable survey; but Mr. Merritt managed to obtain data, which enabled him to judge of the probable cost of his route. So the subject was postponed in consequence of other troubles in his private affairs.

On the 23rd of July, in this year, the first steamboat was put upon Lake Erie,—previous to this, the produce of the west made its way to N. Y. State as best it could in sailing vessels. This part of Canada, although rising rapidly, was yet in its infancy, and the time had not arrived to com-

pete for the western carrying trade. Such was the report of the commissioners who recommended the subject to be brought before the Home Government, "trusting that they might feel disposed to open the resources of the country."

Our subject was indefatigable and perseverving, but there is a limit to all things: and by having too much business on hand, the firm of Merritt & Ingersoll became temporary insolvent, and was terminated by Mr. Ingersoll going out, as heretofore stated.

Misfortunes rarely come singly, as their favourite child Thomas, their first-born, was scalded to death in the beginning of the year, and their little daughter was also laid in the grave ere the season ended, so that the almost heart-broken parents had their share of the bitter cup, but were calm and resigned, and meekly bowed to the ruling of an all-wise Providence, although at the time it was a sore trial, coupled as it was with the derangements of their mercantile affairs, and the depreciation of business in general.

At this time he had a large stock of lumber on hand, but could obtain no money for it. In business, they had trusted the farmers largely, but could get no return from them till after the harvest, and even then produce was so low as to be unprofitable; wheat being only worth from 40 to 50 cts. per bushel in the Queenston market.

However, being a man of determination, he bore bravely up, and luckly at this time his Uncle Nehemiah from St.Johns, N.B., made his appearance and liberally helped him, so that he was enabled to save his property, and bring his affairs into a better state. He gave his mill as collateral to one of his Montreal merchants, for money due. On the fourth of February, 1820, his father, Thomas Merritt, resigned the shrievalty of the district, which office he honourably held for 17 years. The position of Sheriff is never a very desirable one, and in a country where but little money is stirring and hard times seemed to be considered as a settled fact, the duties pertaining to the office, are, to a sensitive mind annoying; and Mr. Merritt being a humane man, always felt a delicacy in pushing defaulters, or in enforcing the sentence of the court, where, from the state of society then prevailing, each neighbour knew of the other's troubles. Complaints of delay in forcing executions, reached head quarters, and then reverted back on him as the cause—so that we are not surprised that the Sheriff, sooner, than continue in office at this time, sought to be relieved of the duties thereof, and felt pleased, after a respectable career, to retire into private life, still retaining his appointment of Commissioner of Woods and Forests, and his half pay which he received for considerable military service in "Simcoe's Rangers," during the Revolutionary War. He was considered by all who knew him as an honourable, brave, and determined officer. And having always taken a deep interest in his son's prosperity, he now disposed of his homestead, a fine property of 200 acres, for the sum of $6,000, out of which

he liberally assisted our subject to cancel his obligations and renew his former struggle. The purchaser, Mr. Job Northrop, better known as the "Commodore," was a great acquisition to the neighbourhood, and his settling here was the prelude to others coming, so that in a short time a number of respectable and wealthy settlers gathered in, who all lived on the most friendly terms with each other. A Dr. Howison spent the winter of 1819-20 here, and kept his office at Paul Shipman's Hotel. He appeared to have been a man of means, and practised but little at his profession, spending most of his time in visiting around the neighbourhood, where his society was much appreciated. On returning to England he published the result of his observations in a good-sized volume, for the information of those intending to emigrate, the substance of which was that the country was unfit for a professional man of good education, who expected to make an income by the practice of his profession.

One little incident connected with Mr. Merritt's family, from whom he received unbounded hospitality, he does not relate; and as the doctor's book is probably out of print and his visit forgotten by this time, we take the liberty of referring to it. In April, an excursion to see a theatrical performance at Niagara, was improvised. The party consisted of Miss Merritt, Miss Baker, and the doctor. The turn-out was a purely rural one. Dressed in Spring attire, with white pants of unexceptional blanchetrie, he drove up to Mr. Merritt's house. The vehicle consisted of a one-horse waggon, imported from the Eastern States, and which had probably done good service, for the Fraus and Myhneers in their first emigration from the Mohawk Valley after the Revolution. Having but *one* seat, a chair had to be put in for the doctor, whose first essay showed that the safety of the ladies depended more on the gentleness of the horse than the skill of the driver. Things went on smoothly until their return, when an extra "rut" in the last mile of the swamp caused a separation of the vehicle, leaving the driver and ladies in the road, and considerably dimming the lustre of the doctor's snowy unmentionables, and detracting from his skill as a navigator. Fortunately no serious injury happened to the party, who walked on to the "Ten," where all was adjusted, and they arrived home in safety, enjoying a hearty laugh at the doctor's mishap, and added another item to the day's *amusements*.

On the opening of navigation, Mr. Merritt shipped 300 barrels of flour to George Davis, directing that the proceeds should be handed over to Forsyth, Richardson, & Co., so that by steady perseverance, he ultimately overcame all the difficulties. The greater part of this year he was engaged in boring the middle salt spring, so as to establish his manufacture of that article on a profitable basis. At last he succeeded, and having erected a building, coppers for boiling the water were obtained, and a salt company afterwards formed, so as to find more capital. Dr. Chase, lately arrived from the States, took a prominent part in the concern, and being a good chemist,

they soon were able to produce a better article, which, for a time returned, as when first boiled, a fair profit; but eventually it had to be abandoned, as they could not successfully compete with the large manufactories of the United States, who exported great quantities to Canada, and sold it very cheap.

People at this period had no cause to grumble on account of taxation. By the Assessment Roll for the Township of Grantham, wherein "Shipman's Corners" was situated, 203 persons were assessed for property to the value of £88. 1. 2., and for Member of Parliament, £7. 12. 5., making in all, in currency, $382. 72, which is only $1 88 for each householder. So that although produce was low in price, still people were thriving. Flour sent to Montreal sold for $5 75, from which deduct $1 25 for expenses, would still leave $4 50 for the market price at that time.

On the 1st of June in this year, another son was born, and the grief occasioned by the loss of the previous children was greatly lessened by the presence of this one, whom they named Jedediah, after a kind-hearted grandfather, Jedediah Prendergast.

The store, which was closed since Mr. Ingersoll's departure, was again opened, and Dr. Chase opened a drug store in connection with the business, so that the concern had an addition to its now increasing trade, by supplying drugs, as well as all other kinds of goods, which he got from Montreal. In this fresh opening, his father-in-law, Dr. Prendergast, and his uncle Nehemiah handsomely contributed to his assistance, and a want sadly felt since the closing of the old business, was relieved, to the satisfaction of the neighbourhood and the large farming community which were settled for many miles around. The business prospered beyond his most sanguine expectations, and the dark clouds which erstwhile threatened the prosperity of this most resolute and energetic man, now seemed broken, and the thoughts of better days dispelled the sorrows of the past, and instilled new life and energy into his actions, so that hope, the fountain of all joys, was again firmly fixed in his mind, and he became as it were a new man.

Crime was scarcely known in the district at this period. Rarely had the magistrates to deal with anything more serious than petty assaults. The people felt secure in their dwellings, and very few took the precaution of bolting or barring their doors at night. Harmony and good will seemed to prevail all round, and this may be termed the "golden age" of the settlement. Places of worship were few, as the community were scattered over a large space. Dr. Howison says that "Churches were a rarity in the land." In the whole Niagara District he found but two belonging to the Establishment. Others were 50, 100, and 200 miles apart. Marriages were performed by the magistrates, as in the States. At "Shipman's," he says, he followed the crowd into a church where the service was Presbyterian. The clergyman was dressed in a showy blue coat, white pantaloons, top boots and spurs. There was no more decorum than if it were in an inn. They had a

flute and flageolet for music accompanying a hymn, after which the company dispersed. There were many Methodists who met two or three times a week at each other's houses. There was a building erected near part of Mr. Merritt's property for those who belonged to the Established Church, and a parcel of ground adjoining for a burying place. For many years the Revd. Mr. Addison of Niagara, who came from England in Governor Simcoe's time, was the only clergyman of the Church of England in the Niagara District. He did duty at Queenston, Shipman's, and the "Forty." The Revd. gentleman baptized Mr. Merritt and his elder children, and registered the same in the registry which is still preserved in the Niagara Church. Still, it must not be assumed that a lack of religious feeling existed in the community, as in every house a Bible and other books of devotion could be found, which enabled the heads of families to assemble their households and join in family worship. Each farm also possessed its own burying place, a number of such being still used for that purpose at the present time.

At this period he paid off the balance due on the rear halves of lots 16, 17, 18, and 19, parts of the Hamilton estate, which was covered with pine and oak, situated near his own mill, the price being $1¼ per acre. Owing to the increase of population in the neighbourhood, he tried to induce his father-in-law, the doctor, to come and settle in Canada again, but on account of that gentleman having a large and lucrative business in Mayville, he was compelled, we believe reluctantly, to decline the invitation. Shortly afterwards the doctor, being in New York, negotiated some bills for Mr. Merritt, and with the proceeds, purchased for ready cash, a large quantity of goods, suitable to the Canadian market. The venture turned out a very successful one, as Mr. Merritt was soon afterwards enabled to purchase back his mill property, which he previously had given as collateral to his Montreal creditors.

Whilst thus engaged, his uncle William and cousin Thomas had each drawn lands, and were prospering favourably. At this time, in writing to his uncle in New Brunswick he explains all his affairs, and looks hopefully forward to coming prosperity. His amiable disposition and sterling integrity secured him a number of good friends and correspondents, who were always anxious to serve him. Amongst them were Absolom Shade, of Galt, an early and prosperous settler, from Buffalo; Mr. Salsbury of same place, John McCauley, George Ridout, and others. George Davis, of Montreal, was his principal agent for disposing of his flour, ashes, &c.

Some trouble seems to have arisen at this time between him and his old neighbour Mr. Adams, in consequence of the erection by the latter of one of those fruitful sources of litigation known as mill-dams, in close proximity to Mr. M.'s mill, and on the same stream, thereby preventing the waste water of Mr. M.'s mill from escaping. To make matters worse, some of Mr. Adams' timber had been cut by Mr. Merritt's men, who over-

reached the boundary, so that it was a long time before the matter was settled. Time eventually reconciled these old friends, and they remained as such long afterwards.

Dr. William C. Chace proved a good business man; and the salt works being in operation, Mr. M. wrote to his friend Mr. W. Kerr, of Wellington Square, who had married into the Brant family, and was a member of Parliament, relative to the bounty which was understood to be offered for the successful production of salt. Receiving a favourable answer, he proceeded to York, in February, 1821, the house being then in session. He encountered a fearful snow storm on the journey, and on his arrival presented his memorial through Mr. Kerr; but owing to a debate then going on upon the marriage act, it was decided to postpone matters for the present.

During his stay in York a petition was presented to the Home Government asking for a half pay grant to the officers of the incorporated militia who had distinguished themselves during the war of 1812, he with others, put in their claims—as the general opinion seemed to be that the request was only a matter of justice to those who had risked everything in a quarrel which in reality they were not interested in. The memorial was duly forwarded to the Colonial Secretary, and that was the last ever heard of it; as the gentlemen in Downing street thought that as the British Government had, after the Revolution, given liberal grants of lands to the U. E. Loyalists, it was the duty of their descendants to defend the same; although it might with truth be said that instead of the lands enriching the U. E. Loyalists, the case was reversed, as had it not been for their sterling devotion to the Crown, during the first period, Britain would have had very little lands on this continent to give away; and their descendants, the militia of Canada, certainly lent a willing hand towards preserving what they did get, as well as these vast tracts of country which eventually enriched English corporations, as in the case of the Canada, the Hudson Bay and other Companies.

Whilst in Toronto, he was cordially received and kindly entertained by Sir Peregrine Maitland and his aimable lady, who was a daughter of the Duke of Richmond, and much esteemed for her many fine qualities.

About this time we find that a new set of names are beginning to be used in reference to the different localities. Thus we have "Shipman's," "The Corners," or the "Twelve," which all alluded to the same place, now changed into "Saint Catharines"—done, we have every reason to believe, by Mr. Merritt, out of compliment to his wife, as his correspondence to her at Mayville, N. Y. was usually dated as such. Other places in the district followed the example,and the "Ten," "Twelve," "Twenty," "Thirty," "Forty,' &c.—places which received their names from a supposed distance from the Niagara River—now became Homer, St. Catharines, Jordan, &c.

Still, to be historically accurate, the name "St. Catharines" preceded all of these, having been named on its first survey in 1809, after Mrs. Catharine Hamilton, the worthy consort of Robert Hamilton, lately deceased. Yet, the name was rarely or ever used until Mr. Merritt entered into business extensively; as in a letter dated, "St. Catharines, May 24th, 1816," he writes:—"The village will do credit to its favourite saint whose name it bears. The mills must do credit to its saint who is still on earth.' We think his first business letter, dated St. Catharines, was after this time.

1822. After the usual Christmas festivities, Mrs. Merritt, with her child, paid their winter's visit to Mayville—being driven there by Banks, the hired man, who claimed to be a son of Sir Joshua's. Soon afterwards, Mr. Merritt joined her, and after a month's stay, they returned, passing the Canadian boundary on the ice, over the lake. No sooner had he arrived home, than he found it necessary to retrace his steps, as his father had become partly involved by the failure of the "*Niagara Spectator*," a paper published there since 1817, and predecessor of "*The Gleaner*," edited by Mr. Amos McKenny. The type and other plant were purchased from Mr. Salsbury of Buffalo, to which place our subject had to go, in reference to a settlement of the affairs, and afterwards to York, on the same business, returning about the 17th of March, having satisfactorily settled the trouble.

He did not make his usual journey to Montreal this season, but his partner, Dr. Chase, went, and succeeded very well in his purchases, also shewing his general knowledge of goods suited to the market.

Another new resident, and very desirable acquisition to the rising settlement, now arrived in the person of Doctor Beadle, a gentleman of very pleasing manners, who was much respected by the people.

Crime, though of rare occurence, happened sometimes. Mr. Merritt mentions of having to send a negro to jail for stealing a quantity of his salt.

Negro slavery had been long abolished in Canada: yet, in the State of New York slaves were still kept and sold—as, a letter written at this time by Mrs. Merritt to her mother in Mayville, contains the following allusion to what has since been termed the "peculiar institution:"

"12th April, 1822.

"You don't say whether you intend bringing *Nan*, (a favourite slave.) I would be loth to sell her, without it is her choice. Let her know every circumstance that will attend her on coming here, &c."

On the 5th of July, 1822, their second son, William Hamilton, was born, and after all the family having the usual autumnal fevers, then so prevalent in these parts, Mrs. Merritt and the children returned to Chatauque, being escorted there by Mr. John Chase, a young lawyer, and a brother of the Doctor's. They reached there on the 22nd of October. This was a protracted visit, and was the occasion of many letters from Mr. Merritt,

which gives us an insight into his ideas and plans at this interesting period, when the canal subject had again engaged his attention.

The autumn of the year had been unusually boisterous, a succession of heavy storms blowing for nearly three weeks, from the south west. Some vessels were lost on the lakes; and he was in a fever of anxiety, waiting the arrival of their goods, to the value of $4,000. Fortunately, the vessel weathered the storm, and arrived, though in a battered condition. This was a great relief not only to him, but to the whole settlement—as the loss of a general cargo in these days was a very serious matter to the community.

The Christmas time was kept in grand old style, being a continual round of festivities; balls, parties, sleigh rides, social visiting, turkey shooting, &c. In fact it seemed as if the ancient days of the Yule and the Holly were revived in the western woods—as almost every settler kept open house, with a warm welcome to all comers, and a kindly thought towards his poorer neighbour. A grand dinner was given by Commodore Northrop, to which all friends were invited. Harmony and good will prevailed throughout. The sick, the poor, and unfortunate were looked after, as were all else who could plead distress. The little Church was adorned, having received a present from the Bishop towards its accomplishment.

Business was fair, although money was very scarce, and barter the accepted medium of commerce. A great quantity of pork changed hands in this way. Wheat was only worth fifty cents in specie, so that a good profit was made on flour, which was chiefly exported to the lower provinces, in 1822, New Brunswick alone taking 15,000 barrels. A considerable amount of wheat was purchased by buyers from the States, which assisted to supply the much-needed circulating medium. The sleighing was good, and a large amount of out-door work done.

On a Sunday morning, just at the close of the winter, the little Church was almost burned down, having caught on fire a short time before the service commenced. By great exertions, the small congregation, who were just gathering, managed to save it, which was fortunate, as it answered the purpose until a new one was built.

At this time, Mr. Merritt presented the Methodists with a lot of ground on which they could build, for the use of their congregation.

During the winter, on his return from Chatauque, where one of his children had broken a leg, he thus writes:—

"Saturday, 22nd Feb., 1823.

"As I passed Bridgewater on my ride from Black Rock, thinking of Pell's Canal, brought up the idea again."

Whatever may have been his thoughts during the Saturday of that lonely

winter's ride along the banks of the Niagara River, this is all we know: yet, we have reason to believe, that ideas which first originated during his hours of solitary out-post duty, over the same path during the war of 1812, were now matured, and doubtless, with the encouraging hopes offered by a decade of peace, he, perhaps, foresaw the future accomplishment of his design.

His memoranda at this time reveals to us, in many cases, his inmost thoughts; and occasionally we meet with passages abounding with the most sanguine hopes, and at others, a despondency entirely novel to his energetic character. Still, when the state of the country is compared with similar sections in the States, we are not surprised that Mr. Merritt should deplore the lack of energy exhibited throughout the land; and perhaps ask whether no higher aspirations than those of a village merchant should not be within his reach. Although a moderate prosperity was felt in his neighbourhood, yet, candidly speaking, things were at a stand-still outside.

Doubtless; the causes which affected him is afforded in the example of a territory similarly situated at the present time, as this section of the country was as isolated in all matters of intercourse and the means of transit, as was Manitoba, on its founding as a province. We have seen this in the time and means of transit, for the necessary wants of the people, the low price of their products, and the almost entire want of specie. Authentic returns shew, that for the 40 years previous, there had been only an increase of 12 families in the Township of Grantham. The war had a permanent effect, and the stimulus of British gold, after ten years, had, at its stopping, left the value of land less than before. All these circumstances combined to present an unfavourable impression on the mind of a young and energetic man with a rising family—whilst across the border everything was reversed. The stir and bustle of the great Erie Canal, then going on—the noise of whose blasting and excavating could almost be heard on our own frontier—shewed that these people were fully alive to the great wants of the country, and were fit subjects for a contemplative mind such as his. So that we often think it strange that at this time he so steadfastly resisted the solicitations sent to him from his father-in-law, who was a member of the New York Legislature, as well as his many friends in the States, to leave a country so devoid of enterprise, and become a citizen of the young and rising Republic. But the spirit which, in 1812, led him and his countrymen to feel that they had a country worth looking after, now spurred him on to the decision, that now, if ever, Canada must awaken to the importance of her great natural advantages, or forever fall back before her more enterprising neighbours. We believe, under these circumstances, he formed his resolves, never afterwards to be disturbed. During this season we have reason to think that all the philosophy which he was master of, was brought to bear in studying his own position. In writing to Mrs. Merritt, he says:

"I have been in bad spirits since my return from Chatauque—I think never more so in my life. I write much, and employ myself incessantly in some things, but still feel a void."

Again:

"I have the camp iron-bedstead placed in a corner of the office, where I keep a good fire, and write till 9 or 10 P. M."

This place, which afterwards became the Canal Office, was where Mr. Merritt did his private business, and was situated at the back of the parlour, to the left of the hall, which was converted into a dining room when the place became an hotel. The house, being well known as a tavern, stood on the road leading to Niagara, and the mill. Facing the Queenston road, of which Shipman's was the corner on the opposite side, further down was the store, and in rear, the little Church already spoken of.

In one of his letters this spring, he says:

"We have turnpiked the road through the village. Mr. Addison preached last Sunday. Have ground and sent off 100 barrels of flour. The mills have not been idle one hour, day or night, when the water serves. The salt works are doing better than ever. Good sales as $4 per barrel. The distillery making 60 gallons per day."

In order to give an idea of the improvements already made in the village, we might mention that he had buildings for himself and those in his employment, viz:—dwelling house, small house adjoining, coopers' house and shop, blacksmith's house and shop, salt works, and two houses adjoining, saw mill, grist mill, distillery, and a number of other structures, such as barns, stables, sheds, &c. Also, five dwelling houses, occupied respectively by Dr. Chase, Henry Mettleberger, clerk; Charles, hired man; Gibson, servant; Jessie, and John the Indian; besides employing about 56 persons on his different enterprises.

Among his many engagements, he never lost sight of his darling project the canal.

Referring to his journal for the next Sunday, we find it written in a peculiarly solemn tone, and concluding as follows:

"May I cleave to the truth. I pray most devotedly that my thoughts may be chaste and pious, and that our Heavenly Father will endow me with wisdom."

Again, after recurring to his family affairs:

"O Lord! my heart overflows with gratitude when I reflect on the peace of mind and happiness I enjoy by having so worthy a consort, (alluding to Mr. Williams, minister, lately deceased.) May I refrain from ever giving an unfavourable opinion of a fellow mortal hereafter."

In his letter, the following Sunday, after recounting the civil and religious news of the village, he says:

"The waters of the Chippewa will be down the "Twelve" in two years, &c.'

By the next Saturday, 22nd March, he had, with his friends, sufficiently matured his plan, so as to hold his first meeting in Shipman's hotel. And, he says:

"It is my determination, at present, to pursue the object steadily."

This meeting, in reality, was the commencement of the canal, although Mr. Merritt refers to it as follows:

"At the meeting on Saturday, nothing was effected. Most of men have narrow minds. They cannot comprehend any measure beyond their daily concerns. They are fearful of some imaginary evil, and do not dwell on the public good. I am, and hope will be, wise enough ever to be averse to public meetings. Have never yet seen any good arise from them. *We have, however, determined on having the ground surveyed, and getting the bonds from every person living on the route, &c.*"

And after reverting to the family and business difficulties which had previously diverted his attention from this object, he says:

"My mind is so wholly occupied, more with business and worldly matters, than divine; and those sublime ideas that draw us near our Maker, is excluded. I pray, leisure will be afforded me in due time, to attend more strictly to them—and that I may receive the one thing needful. We cannot possibly, in this troublesome world, enjoy the blessings given us, without experiencing misfortune."

On the 23rd of April, he writes, saying, "that he has been in Niagara for a week:" from the 7th, to the 13th. Whilst here, a subscription was opened, headed by Mr. Thomas Clark, for the purpose of raising funds to employ an engineer to make a survey of the canal. Immediately afterwards, notwithstanding the frightful state of the roads, and generally, disagreeable weather, we find him at Manchester, in conference with a Mr. Tibbits, a civil engineer, who was then surveying a route for a canal around the Falls, on the States side, for which a charter had been lately applied for, from the Legislature. Mr. Tibbets could not leave his engagement until the 6th of May, when, then, in company with Mr. Merritt, he went over the route, and arranged the plan, which was worked out, and printed in the Niagara *Gleaner* with an address to both Provinces, July 12th. An article in the same paper, dated April 12th, 1823, says:—

"A subscription has been opened here at the last sessions, for the purpose of raising money for surveying and taking the level of the land lying between the Chippewa River and the nearest stream leading into Lake Ontario—with a view of connecting those waters, that they may become navigable for boats. We are happy to see the names of our most respectable and influential inhabitants at the head of the list, and trust it will be liberally supported. The subscription paper will be left with Mr Crooks. It is obvious a boat navigation would be immediately effected beween Lake

Erie and Lake Ontario, except the pitch of the mountain, which can be easily ascended or descended by means of railways, at a small expense. In a month or so, we hope to publish the report of the engineers on this interesting subject."

The boats alluded to here were of light draught. The *Batteaux*, which coasted the lake, and with which passages were made by the rapids, on the St. Lawrence. Those on that part of the Erie canal, now finished, (which we see, Mr. Merritt thought afterwards to purchase) were of slightly larger dimensions, and a rail or tramway had been built by the old French traders, at Lewiston, a hundred years previous.

That he was entirely unpossessed with the idea of speculation, or a desire to enhance the value of his own property, will be seen from the following letter written to the Hon. W. Dickson, at Niagara, and dated 15th of May in this year, relative to his property, lots 17 and 18.

"You have taken back the lands of other people in this place, and have offered it to them at much less than the orignal price. I have paid to the estate nearly $4,000, for property not worth the half of it. I will relinquish the land, two houses, a barn and shed I have built, and pay you the balance of the interest &c."

On the 18th of May, he drew up a memorial to Sir Peregrine Maitland, on the subject, wherein he shewed his Excellency the many advantages his route possessed over the one heretofore mentioned as having been surveyed by Mr. Chewitt. The Governor was then living at Stamford Park, and Mr. Merritt handed his memorial to Col. Coffin, the Secretary, accompanied with a short explanatory note, wherein he says:

"Enclosed, I place in your hands a rough outline of the proposed canal, from the mouth of the Twelve Mile Creek to the river Welland, which will effect the junction of Lakes Erie and Ontario by boat navigation. Having been repeatedly over every foot of ground on the proposed route, I shall be happy, at any time, to have further communication with your Excellency, on this very important subject."

On the 24th of May, he also wrote to his old friend and companion in arms, Sir John Harvey, who was commander of the forces at Quebec, stating his object and plans, and calling his attention, in a military point of view, to the fact, that in case of another war with the United States, the facilities it would afford for the transportation of troops and munitions of war, between the Lakes, and ending as follows:

"Our commissioners would never survey or level the route, alleging it was too near the frontier,—consequently we were obliged to employ one ourselves, and endeavour by similar exertions on our part, to prevent the States people from taking all the frontier for themselves. I can bring every part of this route forcibly to your recollection. It commences 10 miles up the Chippewa, passes De Cew's, (the house we retreated to on the first night after we were beaten from Fort George,) and terminates at the Twelve Mile Creek, (the place our boats landed generally, during the war,) &c."

Although Mr. Chewitt's route was surveyed under those probabilities, being located so far inland, we think Mr. Merritt never believed that in case of invasion, the enemy could ever hold the frontier long enough to make any practical use of the canal projected by himself—as events in the war shewed that the occupation of our soil by the foe was always a source of more real uneasiness to them than to ourselves. There was also another stimulant in the matter, as the Erie Canal was fast approaching its connection with the Lake, so that a favourable opportunity would present itself to experienced contractors and workmen who would be then out of employment, to come in and undertake works on our canal, as a subsequent letter of Mr. Merritt's mentions.

At this time the cheering news (to many, who had waited long and patiently,) was heard, that the Receiver-General had powers from Lord Bathurst to draw for £60,000 stg., towards defraying the losses in the late war. The auspicious event was hailed with satisfaction, as many of the people had suffered severely in that struggle. Major Merritt's losses alone were estimated at the large sum of £1,381, of which, with others, he received about one fourth.

It must not be supposed that the time before the opening of the Legislature was passed in idleness, as we know that a number of important affairs in connection with the cause required his unremitting attention. Thus we find the editor of the *Gleaner* delayed the notice of the meeting held at Beaver Dams until the day it was to be held, viz: 28th June, and accompanied the same with some remarks in favour of the Niagara, or rather, the Queenston route, which were calculated to cause him some uneasiness, lest by a conflict of local jealousies entirely foreign to the main object, the affair should have fallen through. The article in question gave rise to another from Mr. Merritt, and is the first bearing his signature, dated 5th of July; and after going over the arguments in favour of the route through the Twelve Mile Creek, he says:

"We are confident no private company can complete a canal on any other route, the same method, viz: a private survey is open to examination. If you will show us a better one between this time and the next session of Parliament, the same company we are now endeavouring to form, will join you. Until this is done, do not prejudice our exertions, &c."

Thus it will be seen, that although he was, as we have shewn, firmly impressed with the idea of his own projection being the shortest, cheapest, and most feasible, (which subsequent results have fully borne out,)—yet, being thoroughly convinced of the urgent necessity of a canal in any form, between the lakes, we find that he, sooner than have none, is willing to relinquish the credit justly due to him, in order that the country at large might be benefitted. And we think, in expressing himself as he did on the occasion, that he shewed a spirit of disinterestedness which few men would

have thought of, after the circumstances recounted in the earlier pages of this memoir. It is an easy task for men to suggest improvements and devise schemes when the preliminary parts of the work are laid before them, but we always find that innovators and critics are the first to shrink from the difficulties which surround the bold man who proposes any new idea, with the perspicuity, and we may almost say the spirit of prophecy that possessed our subject at this time. And although we might fill a few pages in describing the local jealousies and petty troubles which should have been forgotten in the one grand national object, we think it better to refrain from noticing the ridiculous attempts to thwart his endeavours at this critical time, and will therefore pursue the narrative as it goes.

On the 28th of June, a meeting of the residents, called by an advertisement in *The Gleaner*, a week previous, was held at McClelland's, at the Beaver Dams. It was patronized by only two gentlemen from the frontier, Messrs. Clark and Dickson. On the motion of Mr. Woodruff, Mr. Merritt was appointed their agent, to carry out their plans. Mr. George Keefer was chairman of the meeting.

June 28th.—An address was presented by Mr. Merritt, which was accepted; and it, with Mr. Tibbet's report, was ordered to be printed and circulated as generally as possible. As for expenses, Mr. Merritt had to bear all. The small meeting, though attended by wealthy men, contributed nothing. The documents were accompanied by a note:—

"Hoping you will insert it in your paper gratis; and any favourable remark you may make will be duly appreciated, etc."

(Signed,) "W. H. MERRITT, Agent."

The object of this address is plainly stated, also that the six months notice for the incorporation was advertised, noticing that the engineering facilities for our route, so long advocated, was now confirmed by a professional engineer.

"The extraordinary exertions which our neighbours have made for the improvement of their country, point out to those who wish well to us, the necessity which exists for similar exertions—for, unless some efforts be steadily resorted to, we must lose our trade."

"The prairie country of the far west not yet being settled.

"It is a melancholy subject to reflect upon—the immense tracts of fine timbered land, which, for want of facilities, are at present wholly unproductive. From this circumstance, much of their hewn timber, staves, and other descriptions of lumber, although in constant demand at Quebec, for the supply of our West Indian colonies, are not forthcoming."

After this, he notices the favourable state of the soil and climate for agriculture, but to render this valuable, he branches out:

"It is necessary to the farmer that he should possess the means, not only of shipment, but of converting his produce into a fit state for use. Messrs. Clark & Street's mill at the Falls, from Long Point, on the shores of

Lake Erie, round to Dundas, at the upper end of Lake Ontario, (and he might have extended it to an illimitable distance thence,) is the only mill possessing facilities to carry on a merchantable business."

He lets the Canadian public know, however, "If a sufficient degree of public spirit should not be found in the two Provinces, to complete so great and noble an object, others will be appealed to."

While writing his scheme to Governors and Commanders, he corresponds with his old business agent in Montreal, to which this is the answer:

"I am most happy indeed to learn that the canal from the "Twelve" to Chippewa, as laid down by you, is at length likely to take effect so soon. The undertaking is trifling indeed compared with the results, which, in my opinion, may be looked for from such a work. I have very little doubt that such a scheme would meet with liberal support in the way of taking up stock from the inhabitants here—and I shall certainly feel gratified in lending it every assistance in my power. GEORGE DAVIS."

On the 4th of July a practical meeting was held at St. Catharines, and a petition was drawn up for presentation to the Legislature, for an act to form a Company with powers to cut and build a canal, after Mr. Merritt's projection.

On the 17th of July, Mr. Merritt was instructed to visit Lockport, and examine the works on the Erie Canal, and obtain information, &c. In his diary at this time, he expresses his admiration of the energy of the people in pushing this great work ahead, and almost enthusiastically exclaims:

"An enterprising people can effect wonders!"

The following extracts relating to his journey and general impressions will also be found interesting:—

"18th July to 27th, no stir in Lewiston, or appearance of business.

"19th.—Left for Lockport. As rough a road as can well be travelled; broke a waggon-bolt. Lockport bids fair to become a large and flourishing city. The canal progresses as fast as it can, from the slow progress of blasting the rock. Mr. Roberts, the head engineer, gave me a certificate of efficiency for Mr. Tibbits. Observe no intemperance, and much cordiality, directions given in a mild unassuming manner.

"Left for Rochester in stage; arrived at 1 o'clock.

"Monday 21st entered on board Montezuma packet, made a minute survey of freight boat, &c.

"There is no impediment whatever in our plan; the course of this canal and all I have conversed with confirms me in this opinion; an advantage will be derived for begining early, as many of the contractors being out of work will have all their tools on hand and prepared to commence immediately; the boats on this canal will be ready to pass over, and with the least enterprise we will do the greatest part of the business. The St. Lawrence is the natural outlet for their staple produce; every merchant in Genesee County now send their ashes to Montreal, &c. MEMO.—"See Mr. Tibbits, or head engineer, about price per yard for excavating, &c."

The circular alluded to was ordered to be sent to almost every person of influence in the Province, and to every Post-master, with Mr. Tibbit's report on the canal. Subscription lists were also sent, with an appeal based on patriotic grounds, requesting the parties to become agents towards the enterprise. They were also sent to Lower Canada; and notices to Mr. George Davis, of Montreal, as being the agent for that Province. So, we find that during this period, he had written the enormously large number of *one thousand* letters on the subject of the canal. And, as various articles from his pen appear from time to time in *The Gleaner*, with the circulars and other matters alluded to, all shew that the project was then fully committed to the public attention and criticism.

After his return from visiting the works on the Erie Canal, and attending for a time to his private affairs, we find him visiting Niagara, the county seat and local capital, on legal business, on or about the 10th of September, and the usual advertising notices in reference to the canal reappears in *The Gleaner*. He then leaves for York, for the purpose, we presume, of attending to the time-honoured custom of "lobbying" the canal bill through the House; as, previously, we find that he was very anxious, and not without some misgivings as to the action of the Assembly on the bill.

Four days after the opening of Parliament, Mrs. Merritt writes, 15th November:

"H——— set out to-day for York, on the canal business. He is desirous to do all he possibly can, &c."

On the 11th of November, 1823, the Parliament opened, and the Governor, Sir P. Maitland, in his speech, told the House that many important measures relative to internal improvements would be brought forward, &c.

On the 19th day of January, 1824, the Act passed, incorporating Messrs. George Keefer, Thomas Merritt, George Adams, William Chisholm, Joseph Smith, Paul Shipman, John Decew, William Hamilton Merritt, and others, as a company to be known as the "Welland Canal Company," with a capital of *forty thousand pounds*, divided into shares of *£12. 10* each, &c. Very little opposition was offered to the bill, as most intelligent men now saw the necessity of some better means of communication across the peninsula; and the lucid manner in which our subject explained his project convinced most men of its practicability.

On the 1st of January, 1824, in a long letter to the editor of *The Gleaner*, he notices the passage of the bill through both Houses, and ends by complimenting Niagara harbour for a terminus.

On the 11th of January, he writes to Doctor Prendergast:

"There are some important measures taking place in this country, in which I am likely to be an actor; and am therefore anxious to see you, to profit by your advice, &c."

And after detailing his ideas on the "deep cut" route, he says:

"There is to be another cut to the Grand River, which will open the whole western country at once, &c. * * We intend sending an agent to Montreal shortly."

The mind of our subject was now partially relieved, and his next object was to induce capitalists to take up the stock, an affair which was not accomplished without an enormous amount of hard work and persuasion; as the secret lay in the fact of the poverty of the upper country, after the trying financial crisis they had undergone. Few in the Lower Province had sufficient surplus funds to invest in what might possibly be an unprofitable speculation. Mr. Merritt was well aware of these things, and therefore instead of immediately inviting capitalists to come forward, he published the comprehensive article already noticed, minutely describing the whole affair, its prospects, difficulties &c.; in fact placing the matter in so plain a light that the most uneducated could understand the question. This was well circulated through the *Gleaner*, and otherwise, and caused the question to be discussed from every point of view.

On the 30th of January, 1824, a large and influential meeting was held in Niagara, and a committee of seven was formed under the power of the Act, who were to exert themselves in their various localities to obtain subscribers for the stock. A resolution was also passed, authorizing Mr. Merritt to proceed to Lower Canada, and induce the interests of Montreal and Quebec to co-operate. The meeting separated in harmony, a circumstance Mr. Merritt hardly expected; as already local jealousies were cropping out which although premature, were to be feared at this time.

Mrs. Merritt writes to her friends:—

"St. Catharines, Jan. 16, 1824.

* * * "Hamilton is so much taken up with his great canal scheme, that he cannot go at present, though he says he should be pleased to do so, and I will not go without him. He is getting over head and ears in public business, as if he had not enough of his own to attend to. It appears he has been writing a long piece in the *Gleaner* about the canal, and will soon have to go and attend public meetings, etc. There is talk of sending him to the Legislature next session. All the talk is about the canal. I have written this letter while a Canal Commissioner was talking to me; for we were both in a hurry, he expecting Hamilton's coming, and I expecting the post. He is just in from Niagara, where he says the people are enquiring 'if this route was practicable.' Oh, says he, 'Ye must subscribe liberally, it will be the making of your country.' They say 'Yes, *if you will fetch it to Niagara.*'"

On the 8th of February, Mr. Merritt and family experienced a most melancholy and heart-rending shock. Mrs. Gordon, his eldest sister, and her daughter, aged 13 years, in company with a Miss Stephens, were cross-

ing in the ferry from Queenston to Lewiston, when a large piece of floating ice was driven by the force of the current against the boat, capsizing it, and throwing the ladies and ferryman into the rapid river; they managed to cling to it as long as they could, but Miss Stephens and the child soon sank, never to be seen again. A scow passing at the time took off Mrs. Gordon and the man, whom they conveyed to the shore; and although medical assistance was promptly at hand, Mrs. G. expired, through cold and exhaustion, but the man recovered. Her body was conveyed to St. Catharines, for interment in the family burial place. She was in her 33rd year, and her loss was keenly felt, not only by her disconsolate husband, who was driven almost to distraction, but by the small community who held her in high esteem for her many noble qualifications.

Soon afterwards our subject went to York, on his way to Quebec. There he met with his first encouragement by the Hon. J. H. Dunn, Receiver General, promising to take stock in the canal, and also agreeing to accept the presidency of the new company. Promises were also made by Mr. Robinson, afterwards Chief Justice, and many others of influence. He then moved eastward by stage, stopping at every place and calling on the leading men, explaining his project, leaving his books and circulars, and invariably getting fair promises from all. At Kingston he had an interview with Messrs. Hagarman, Markland & McAuley, and also with Commodore Barry; In Gananoque he saw the McDonalds, who had large mills there; in Prescott he left circulars with Billa Flint, Esq.; from thence he travelled in a stage sleigh to Cornwall, and afterwards in a cariole to Montreal—a long and dreary journey, rendered worse by being done in mid-winter; and yet he had really not received an actual subscription on the route. Although promises were plenty, they all acted with caution. In Montreal, he stopped at the Exchange Hotel, and immediately called a meeting of the merchants, gave books and papers to Messrs. Gates & Davis, who undertook to canvass the city.

During the whole of this journey he was very careful to keep his friends advised of his proceedings One of his letters to Mrs. Merritt, written from Quebec, the furthest point of his mission, is here inserted, and will afford a sample of all the rest:

"Quebec, March 14, 1824.

"I cannot say I am any nearer the day of departure than before; by what I see, it appears necessary I should remain until I get all the stock taken up that is to be expected from this place. They will do nothing after I leave, and it would be rather foreign to leave the business half done, now I am on the spot. I have the satisfaction to say that I will succeed in my object, although it is slow, hard work; everybody wishes the undertaking well, but when it comes to the needfull, they keep their hands from paper. The business was taken up

warmly by my old friend, the Honorable James Irvin; he is the only gentlemen that I have yet met with, that has supported me in the business as they ought to have done."

"W. H. MERRITT."

On the 4th of March he arrived at Three Rivers, and thence to Quebec. Here he was received in the kindest manner. He attended the prorogation of Parliament, and dined with Mr. Irvine. He had an interview with the Chairman of the Board of Trade, who called a meeting to listen to his views. He also paid his respects to Lord Dalhousie, the Governor. The following day the meeting was held, being ably opened by the Hon. Mr. Irvine; and *the first thousand pounds* was subscribed. In Quebec Mr. Merritt made a number of good friends, which afterwards paved the way for further successes.

On the same day, he tells us "he attended church, and heard an excellent sermon from Dr. Mills." In all his memoranda we invariably find what church he attended on the Sabbath days, the name of the minister, &c.; So that although busily engaged in works of general utility, he was never unmindful of the homage due to his Creator, through whose favour alone he acknowledges success to be possible.

On the 16th he called on Lord Dalhousie again, who received him with every kindness; also promising to bring his scheme before the Home authorities, as His Excellency was very favourably impressed with Mr. Merritt's ideas. Here he got a circular printed in French, for the benefit of those Canadians who did not understand our language, hoping to interest them among the rest in the opening of a water passage to the French Canadian settlements opposite Detroit.

He then left for Montreal, where he found very little had been done in his absence. On the 20th he returned by way of New York State, calling at Troy for the purpose of seeing De Witt Clinton, the originator of the Erie Canal. The expenses of the round trip were about $150. He considered the journey a successful one, as he hed got $50,000 subscribed towards the work; and now felt so sanguine of ultimate success, that he inserted an advertisement in the paper, stating that Mr. Clowes, the Engineer, was then employed in taking levels of the route, so that any person desirous of contracting for the work could examine the ground prior to the 15th May, when he supposed the Company would be in a position to receive proposals, as he was anxious to commence work on the Welland Canal as soon as possible.

On the 15th of May following, the adjourned meeting was held at Niagara for the election of directors under the Act. All were present except Mr. Dunn. They decided to postpone their operations until the entire stock was subscribed for, and estimates given of the whole route, that of the

Grand River included. In commenting on these proceedings, *The Gleaner* of May 22nd says :—"This is as it ought to be."

On the 12th of June, a meeting of the Directors was held in Shipman's Hotel, St. Catharines, when George Keefer, of Thorold, was elected President, instead of the Hon. J. H. Dunn, whose duties at present as Receiver-General did not permit him to devote the necessary time to the enterprise.

In July, the Messrs. Clowes, from a new survey, gave in their report of the route, and probable expenditure. Land owners along the line were appealed to for free grants of the land required, as was the case on the Erie Canal.

In August, the general election occupied their attention—five candidates being in the field for Lincoln. Col. John Clark, of Louth, received the most votes for his Riding, he being more respected and popular than any of the others.

An era of general hope and prosperity seemed to have begun, and the necessities of commerce regained ; as the most evident signs of activity was witnessed on every hand. The country was rapidly clearing up—new houses being built, new districts opened for settlement. 300 vessels had left Quebec for British and foreign ports; and in this year the largest vessel in the world was successfully launched in that city—her dimensions being 306 ft. long, 50 ft. wide, 29 ft. deep, and drawing 20 ft. of water when loaded. She was named *Columbus*, and was capable of carrying 9,000 tons of timber.

A few English Members of Parliament visited the country this year, on a tour of observation. They were—Mr. Wortley, Hon. Mr. Stanley, and Mr. Dennison—all influential men in England.

Mr. Merritt was kept busy with the salt and other works, as well as Dr. Chase, in the store. Some of his friends had wished him to offer himself for Parliament, but he respectfully declined, thinking he had enough on his hands at that time to keep him occupied.

A steamer was building at Black Rock in anticipation of water communication with the lower lakes.

In family affairs he mentions his children as growing.

Mr. Gordon had erected a nice monument to the memory of his late wife and daughter, and Miss Stephens.

So far, all applications for the necessary capital to build the canal was made only to the Canadian people, but as we have seen that the money offered at home bore but a small proportion towards the amount required, a meeting of the Canal Board was convened on the 6th of September, and it was deemed advisable to extend their operations to wealthier communities outside. Under these circumstances an appropriation was made, and Mr. Merritt was requested to go to New York, then as now the great money centre of America. He left on the 17th and arrived there on the 24th, having made what was then considered a remarkably quick trip.

In New York we find the same energy displayed by our subject, as he succeeded in interesting J. B. Yates, Esq., in the project. That gentleman who afterwards became a warm supporter of the cause, immediately taking up $30,000 worth of the stock, as well as Mr. Alfred Hovey, who took $10,000 worth.

The editor of the *New York Spectator*, then an influential newspaper, after calling attention to Mr. Merritt's presence there, noticing reports from Canadian papers for the past year, &c., says:

"The plans and profiles we have at length seen. $50,000 was subscribed in this city on Saturday last. We congratulate our friends in that country on the prospect of improvements before them. The whole scheme or project appears well designed, and has been carried on with a degree of energy quite unusual in that country, and we sincerely wish it may be carried on with the same spirit until completed."

Also notices the meeting to be held at Utica on the 20th, and Rochester on the 23rd, &c.

After what he calls a "most successful mission—far beyond his expectations," he returned on the 18th of October, coming by way of Chatauque, where Mrs. Merritt was staying during her confinement. Owing to this, and having to meet with contractors, &c., he was delayed longer than he expected, and deeply regretted not being home in time to assist in the removal of the remains of the heroic Brock to the monument erected on Queenston Heights, by and at the expense of a grateful people.

On the 15th of November, contracts were taken by responsible men for completing the canal from the Chippewa to the entrance of the Twelve Mile Creek; and on the 30th day of November, 1824, an interesting gathering of about 200 persons, took place at a flat near the head of one of the branches of the "Twelve," for the purpose of witnessing the important ceremony of "Turning the first sod of the Welland Canal." The operations were under the directions of Mr. Hall, and Mr. Clowes the engineer.

Mr. Merritt made the following speech on the occasion, which better explains the management of the enterprise than any matter at our disposal:

"Having been appointed an agent by the President and Directors of the Welland Canal Company to manage the affairs for the time being, they have honored me with an opportunity of addressing you at this time, and I assure you that nothing could afford me greater satisfaction, was I not conscious, from want of ability, and not being in the habit of public speaking, I shall fall far short of doing common justice to the occasion. We are assembled here this day for the purpose of removing the first earth from a canal which will, with the least, and by the shortest distance, connect the greatest extent of inland waters, in the whole world; and it gives me peculiar pleasure to find the line of this canal has been located in this neighborhood, the inhabitants of which have turned out on all occasions with a zeal and alacrity worthy of the undertaking. Their homes have been open at all times, and to

their personal exertions we are greatly indebted for its speedy commencement. You are now, gentlemen, about receiving the just and well merited rewards for your time and hospitality. The first attempt that was made to level this route was in 1818. A meeting was held at the Beaver Dams, a plan drawn out, and a petition sent to the Legislature, requesting they would send an engineer to explore the route. Its advantages were not at that time fully comprehended, and our request was not attended to.

In 1818 the Legislature appropriated a sum of money to explore the country between Lakes Erie and Ontario. Commissioners were appointed, to whom we applied, stating the natural advantages of the route, and requested it should be explored. They considered it too near the frontier, and we were again disappointed; 1819. Having failed in our applications, we were sensible if we did not make use of great personal exertion we could never bring the subject properly before the public. We were fully aware of the supposed magnitude of the undertaking; we were sensible that the personal interest of the capital, and talent of the district were against us, and that we had no co-operation to expect from them, which the result fully proved. Every attempt has been made to get this project taken up by able hands, but not one individual in the province of extensive capital, or in any high official station has given it the least assistance, excepting the Hon. John H. Dunn. He came forward at an early day, and has given us his steady and warmest support. At the same time we were conscious if disinterested capitalists were aware of the natural facilities of the route, the simple fact of uniting so great an extent of waters at so trifling an expense would be a sufficient inducement for them to embark in it. We therefore determined to depend on others no longer, but apply our own shoulders to the wheel, and set about it in good earnest. A subscription paper was made out at the April session, 1823, a small sum of money raised, an engineer employed, and a report of the same laid before the public on the 10th of May. An Act of incorporation was obtained at the next sitting of the Legislature in February, 1824. Subscriptions were made at Quebec and this place in May following to the amount of near $50,000. It was our intention at that time to follow it up immediately, and commence the work at this point in June last. However, as some gentlemen in this District, who where wholly misinformed respecting the situation of the route, thought proper to write below, stating the whole scheme to be entirely visionary, and would most probably result in a total loss to the subscribers, we were under the necessity of suspending operations until surveys and reports were obtained by different engineers; which have already been published, and have given perfect satisfaction. We then sent to New York and obtained the aid required to cover the first estimates, and have now put this part of the line under cantract, as was the original design. We have had difficulties and prejudices to contend with, but not as many as were apprehended; and taking everything into consideration, we have commenced as soon as could reasonably be expected. A report having been recently circulated that the stockholders in Quebec refuse to pay the amount of their subscriptions, we beg leave to read an extract of a paper rcvived from the Committee in Quebec, through our agents, Messrs. Irvine, McNought & Co., addressed to the President, George Keefer Esq. :— "Sir, at a general meeting of the Stockholders resident in the District of Quebec, held on Monday last, the reports, letter and documents received from you and Mr. Merritt were submitted, and the

whole gave great satisfaction. The general meeting having every confidence in the judgment discretion, and prudent management of the Directors in conducting the general concerns of the Welland Canal Company, as well as in the economical expenditure of the funds confided to their direction, have withdrawn the restrictions heretofore thought necessary. The Directors need not entertain and doubt of the due payment by the Stockholders. They mention this not only with a view of satisfying the public, but more especially the contractors, as we wish them to retain every confidence in the Directors, and to rest assured of the punctual fulfilment of our engagements in Quebec of the instalments when called for, their doubts in the expediency and advantage of the undertaking being quite removed; and as already stated, in the integrity of your management they rest with implicit reliance." There still remains about $30,000 to be subscribed to fill up the amount of our capital. It was the wish of the Directors to have $100,000 taken up in the provinces, and $50,000 elsewhere, that we might have a greater interest in a work which so materially concerns us. We hope and trust every farmer and inhabitant within the influence of this canal will make themselves interested in the undertaking, by subsribing for more or less shares. It will be a peculiar satisfaction to you, one and all, to go to your own mills and machinery—everything you take to them, besides your convenience, will be putting money in your own pockets. We wish this stock to become general, and you may rely if you let this opportunity pass, you will have reason to regret it. There is not the least doubt but it will be the most profitable description of stock. This is the opinion of almost every intelligent man who has given himself the trouble thoroughly to examine the subject. J. B. Yates, Esq., has taken stock to the value of $30,000, Mr. Alfred Hovey $10,000. These gentlemen have no interest in the country whatever; but have taken it for no other object than the returns they are hereafter to receive. Gentlemen this canal, from its peculiar and most favourable situation, will be the means of creating within itself, or by its own erection, a greater amount of transportation than will pay the interest of the capital expended, over and above the transit it will draw from Lake Erie, and the profits of its hydraulic situation. It is well known to you that the banks of the River Welland and the Grand River abound with an almost inexhaustible supply of pine timber, now useless, which will be floated down to our establishments, converted into lumber, and transported to the entrance of the American canal at Tonawanda, where it must ever find a constant and ready demand, as their borders are destitute of the article. There are likewise important quarries of the purest white gypsum, or plaster, on the borders of the Grand River, which will soon become a profitable article of commerce. Staves can be conveyed from thence to Lake Ontario for $2 or $3 per 1000. All the produce from the most remote townships of that river and west of it, which now goes to Burlington, will come through this canal. The transit of those articles, and many more too numerous to mention, will be created by its erection, besides thousands of barrels of flour, which will be drawn from the surrounding country to its mills. By entering the mouth of the Grand River one month earlier every Spring, we will draw all the early transit from the American shore, even should they join their own canal again at Tonawanda. This is an advantage of the greatest importance, and one which this will ever retain, as nature has placed such a barrier to the entrance at Buffalo, by the ice, that with all their enterprise

and ingenuity they will never be able to overcome it. In case it should hereafter be found expedient, by the erection of one lock with a four foot lift at Fort Erie or Waterloo, and making a tow path on the Niagara or Chippawa rivers, which can be accomplished at a small expense, vessels can be towed of any burthen from Lake Erie to Lake Ontario.—This penisula is wholly destitute of a situation for rivers, that can even be considered mercantile, the falls of Niagara excepted. This canal having the Niagara for its feeder at the commencement, will afford the best and most numerous situations for machinery, within the same distance in America; wet or dry, warm or cold, we always have the same abundant and steady supply of water, which will be alternately made use of without any detriment to transportaton, until its termination in Lake Ontario. The very idea of those contemplated improvements has a tendency to exhilarate our spirits. Instead of remaining in this dull, supine state, in which we have been for years past, we will mingle in the bustle and active scenes of business; our commodities will be enhanced in value, and a general tide of prosperity will be witnessed on the whole line and surrounding country. In short, gentlemen, we are situated in a country favoured with every advantage, both in soil, climate and situation; its resources only remain to be known to draw men of capital amongst us; and we trust, now improvements have commenced, it will increase, and that we may witness the same spirit of enterprise here, which our neighbours, the Americans, possess in so eminent a degree. We have now stated the local advantages of this canal, and the reasonable expectation we have to think it will become a profitable speculation to the shareholders. You may think we are hazarding a bold assertion; but I verily believe it to be as great a *national* object to the Provnce as the Erie Canal to the State of New York. They have appropriated $8,000,000 for the purpose of connecting Lake Erie with the Hudson River or the Ocean, we will effect the same object for one fiftieth part of the money, and will reap equal if not superior advantages by the Welland. This canal is the commencement of a similar undertaking; it is the most important link in that chain of communication—we hope to see effected within three years. We remove the only natural barrier of importance—the Falls of Niagara. The rapids between Prescott and Lachine commands the next consideration. If the subject is properly before the Legislature of the two Provinces this winter it can be commenced the year following. There is nothing novel, new or intricate in the undertaking, or the method to be pursued. Let us only follow the plan adopted by that celebrated and enlightened statesman, De Witt Clinton, and it will succeed without taxing the country one farthing. If they can make a canal 300 miles without taxation, I trust we can do the same for 50 miles by following similar means. When we contemplate the natural advantages we possess over the Americans in our water communication, it is astonishing to to think of the apathy and indifference that has hitherto prevailed amongst us on this subject. If we inquire the cause, nine-tenths of us would blame the Government. There never was a more erroneous idea. We are ever inclined to move the burden from *our* shoulders, and we can only blame ourselves. Nor ought we to suppose our Governors are as immediately interested in any part or portion of the country, as the inhabitants who are living on the spot. If you were asked in what branch of the Legislature should those measures emanate, you would readily answer, the branch composed of the Commons; they are sent from amongst us; their interest is ours,

and if we do not find exertion among them, where are we to look for it? Show me a measure that has passed that body for the improvement of the country, and you will find it has received the concurrence and sanction of the other branches. It is a rare occurrence that measures of great national improvement originate from the administration of the Government. It was not the Governor of New York who first recommended the Erie Canal, it was brought forward by the people, who were the most interested. The system or plan was matured by Mr. Clinton in an early day, and the act finally passed in 1817, during the administration of Governor Tompkins. I mention this circumstance more particularly as a most unfounded idea is entertained not only among ourselves but in the United States, that the cause of our negligence and inattention to the improvement of the country originates in the Government of the colony, and has a tendency to prevent people of capital from making it their residence. We shall soon begin to realize the benefit arising from the American canal; this will create a competition between the rival markets—New York and Montreal or Quebec—and be a general benefit to the whole country above us. All the produce from the American side will be carried down the St. Lawrence, for we will have nearly the same advantages in transit as heretofore. It will be the means of the more closely uniting the interests of the two Provinces and increasing the character and reputation of our country abroad. The Directors have reason to believe they have been fortunate in obtaining contractors every way qualified for the undertaking; and it is to be hoped in your future choice you will select men of integrity and perseverance, who will carry on the work as rapidly as under existing circumstances it has commenced, that they may command the perfect confidence of the contractors, and be so fortunate as to obtain contractors who will be entitled to the confidence of their men. In that case every branch will harmonize, and there will be no difficulty in completing the all-important undertaking. That it may have a speedy and successful termination, is the most ardent wish of the Welland Canal Company."

Mr. Hall then delivered into the hands of Geo. Keefer, Esq., President of the Board of Directors, a spade, addressing him as follows:—

"Mr. President,—I beg leave to present you with this spade, for the purpose of removing the first earth from the Welland Canal."

Mr. Keefer, on taking the spade said:

"Gentlemen, it is with pleasure that I remove the first earth from the Welland Canal, and ardently hope the work may continue uninterrupted until the whole is completed."

The rest of the gentlemen then proceeded in rotation to remove each his shovelful of earth; when a short and appropriate address was delivered by John Clark, Esq., M. P. P., stating that he would support the interests of the Welland Canal, both in an out of Parliament, with all his influence.

After three cheers, the company adjourned to the Inn, where a very good dinner was served by Mr. Beadgerley, to thirty-four gentlemen. Geo. Keefer Esq., and John Clark, Esq., did the honors of the table. After the cloth was removed, toasts were proposed and unanimously carried, when the company separated about dusk, highly pleased with the transaction of the day.

* * * *

It is but an act of justice to the people of St. Catharines, to say, that they turned out and gave their ready assistance, as well as those on the mountain, to the enterprise. Mr. Henry Mittleberger, (noticed before) who was living at the time with Mr. Merritt, has kindly allowed access to his journal. This journal is very complete in regard to canal matters, having an account of the first meeting on the 22nd March, 1823.

"May 6.—Messrs. Merritt and Chisholm went to Queenston to bring up the engineer—they were engaged on the deep cut.

"8th.—Mr. Merritt and party down the mountain to Campbell's, and then returned home. The opinion of the engineer is very favourable so far. We intend proceeding to the lake to-morrow.

"9th.—Went to Peter Rykert's to get a few hands to attend them. Started for Campbell's after a rain. Made the best of the way down to Mr. Adams' saw mill, levelling all the way down, when all hands dispersed, except Mr. Merritt and the engineer, who followed him to the Lake."

* * * *

Things were not adjusted to the satisfaction of the frontier people yet, as the following proceedings extracted from the *Gleaner*, terminating 10th December, will shew :

"A meeting was advertised on the 20th November. A very respectable number convened. (709 shares,—$35,450, were subscribed.) Holmes, Brackenridge, George Keefer, and Thomas Butler were the principal personages. The route was not to be decided until after the new directors were chosen. Every person present was disposed to take shares, provided it should terminate at the Niagara river. A number was taken that evening, and 100 next day. After resolutions, meeting adjourned until 1st December, when a manager was appointed, and more stock taken."

8th December.—Another, in which was published the grant of right of way of land on the route.

December 11th.—The *Gleaner's* comments were of the opinion that all vessels drawing from 7 to 13. ft. of water, could load at Niagara. Should timber continue an article of export, of which there was no doubt, it could be loaded or unloaded in fine or foul weather :

"It must appear to the public, now when the matter is brought before them, it was a strange place that was contemplated, at the mouth of the Twelve Mile Creek."

Shortly after, a meeting was held as St. Catharines, at which the same queries were proposed to engineer Clews that were proposed to engineer Hall by the Niagara one—and were answered equally to their satisfaction. The 6th resolution was in strong language, and it, with the other documents was circulated to the stockholders.

Resolved,—We forbear noticing the mean, unmanly, insinuation held out by the Niagara committee in the close of their communication, being conscious it will meet with the contempt it merits.

S. Wood, Chairman.
G. Rykert, Secretary.

During the winter after the commencement of the canal, Mr. Merritt remained about home, frequently visiting the works at Allanburgh.

Mrs. Merritt and the children did not arrive from Chatauque in December, so that they were not all together again at Christmas. His anxiety was relieved by having disposed of half of the salt works to an Englishman named Clows, who undertook the superintendence, which set him at liberty to pursue his avocation on the canal, as that work henceforth would require his attention during its progress.

At this period of our history, it may not be unprofitable, after the lapse of half a century, to revert back to other important events, and in a brief way enquire into the moral welfare of the people whom we arenow writing about, particularly that portion of their history relating to Church matters. The general observations made by Doctor Canniff in his "Settlement of Upper Canada," is as applicable to the people of this district as to any other.

"The circumstances of the settlers in Upper Canada were not such as would conduce to the growth of religion and morality. Apart from the effect upon them resulting from a civil war, and being driven away from home, isolated in a wilderness far removed from civilization—there were circumstances inimical to the observance of religious duties. The earnest contest for life, the daily struggle for food, and more especially the absence of ministers of the gospel, all combined to create a feeling of apathy and indifference,if not a looseness of morals."

From the habit of emigrating, the statistics already given, shew that the increase up to this time was but small, and the evidence of there being a church built on the "Twelve," (over a quarter of a century previous to this time—1825) and a congregation gathered thereto, and maintained without the supervision of a regular pastor, shews that the feelings of *loyalty*, which first drove these people to the wilderness, was also tinctured with deep religious convictions. We find amongst the early records of the settlement, that on the 17th of February, 1796, a list of subscribers is made out, with the amounts given by each, towards building a church. There are 44 names appended to this old document, and amounts varying from *£26.10.6*, N. Y. currency, which was given by Major Ditterick, interspersed with *£16.* from Mr. John Hainer, and *£12* from Mr. J. Backhouse, to the small sum of *8s.*—in all, *£121.12* subscribed—is offered for its accomplishme t.

The original document is headed "Appointment to the Church at St. Catharines, with their respective sums next to their names." No hint is given why this name is used, further than the fact that *Catharine Butler*, the wife of their revered leader, had died three years before—1793. A plan of the church accompanies the document, shewing it to have had one dozen double pews, 7 ft. x 4, surrounded by an aisle 3 ft. wide, which enclosed 8 single pews, 15½ x 2½, with a gallery on three sides—and without

steeple or belfry. The building being the modest size of 30 ft. x 34, and lighted by means of four circular topped windows.

On the 24th of January, 1798, we find that they got a deed for four acres of land from Mr. R. Hamilton, and that in the year 1810, Mr. Ditterick and T. Adams, carpenters, have an account for making four circular windows—also bills for lumber, &c., amounting to *£40*, N. Y. currency, by Roswell Mathews.

On the 25th of March, 1811, we find Chisholm and Merritt credited with *£25.19.7*, and afterwards, Thomas Merritt, father of our subject, with the handsome sum of *£33*. Again, we find:—"At a meeting of the trustees of the Church of St. Catharines, called by request of the inhabitants, on Saturday, 3rd July, 1819, signed by W. H. Merritt, Esq., Secretary, the following trustees were present, viz:—George Adams, Jacob Ditterick, Thomas Merritt, and Paul Shipman. The following resolutions are adopted: That the trustees are requested and authorized to fence the burying ground and church, to be appraised as to value hereafter, by disinterested parties chosen by the trustees. Owners of pews to be notified to come forward and make their payments before the 1st October—also, that we petition the Bishop of Quebec to send out a pious clergyman, we paying him *£50* currency per year, and provide him with a respectable parsonage house, &c." The repairs here mentioned were rendered necessary for the reason that during the war the church was often used for an hospital, and that the fences and other parts were burned or otherwise destroyed. We also find that Mr. Leeming preached on Sunday morning; and that on August 25th, Mr. Bethune "gave a sermon;" and that on the first Sunday in the month, in the afternoon, Mr. Stuart was through here, and visited without preaching. In Mr. Mittleberger's journal we afterwards find the following:—

"June 1st, 1823.—Went to church and read the responses. Captain Merritt read prayers, and Mr. Thomas Merritt gave a lengthy discourse, &c."

Thus we find that our subject was not unmindful of his duties as a Christian, and when by his efforts on the canal, a large and prosperous population gathered in, by whose aid the old structure which had served its purpose so well, was replaced by a building of grander proportions, surrounded by its fellows in a better locality, we can imagine his feelings when reverting to other days gone bye. In his latter days he did not take an active part in church matters, and as his entire efforts followed the bent of his peculiar talents, he took a more Catholic view of many things—so that it cannot but occur to the observer that the direction of his aims were more for the benefit of his country and its people.

Before again resuming our account of the progress of the canal, we think that a brief view of the statistics of the Province will not be out of place, as they serve to give an idea of the state of our prosperity: or, to use a

merchantile phrase, "what we were rated at" 50 years ago. In the "York Almanac and Royal Calendar of Upper Canada, for the year 1825," published by Charles Fothergill, Esq., printer to the King's Most Excellent Majesty, we find a great deal of useful information, and a comparison between then and now may not be uninteresting to those who have not watched the march of events:—

The Province being divided into twelve districts, we find that the Eastern is valued at £182,990—the assessment at £762.9.2, and the rate 1 penny. The Ottawa, £115.3.9. Johnstown, £187,388.15.6. Bathurst, £85,045.7.6. Midland, £390,470, rate 1 penny. Newcastle, $115,911.10. Home, £234,234.7, rate 1 penny. Town of York, £39,378, rate 1 penny. Gore, £176,164, rate 1 penny. Niagara, £255,052.13.7. London, £209,824, rate 1 penny. Western, £429.2.10, rate 1 penny, giving a grand total of £1,969,074.13.11, with an average rate of assessment of one penny in the pound, not, we think, by any means, a "*Groaning Tax.*"

1825.

A letter dated 12th January, with a long statement of the canal proceedings, and recounting his loneliness, was sent to Mrs. Merritt:

"I am *solus*. Eat at Chace's, and sleep in the office. The house is shut up, and looks like a monastery. Canal meetings have been held here and at Niagara."

"I leave this early for the Tunnel. We are getting on well, as the weather is favourable. I attend one or two days in the week. W. Chace sends a shop up the first sleighing. It is near 12 o'clock, my usual bed-time."

He was not destined to see them this winter.

He writes, January 30th:—

"We have been delayed in getting our shaft down for some time, and there are indications of the abandonment of the tunnel scheme."

"Write by candle light, and going to tunnel again."

The winter, so far, had been remarkably mild, so that for want of sleighing he was compelled to relinquish his usual visit to Mayville. On the 3rd of February he left for York in a single sleigh. And in writing from there to his father-in-law, February 13, shows his opinion of this work:

"I have labored under a disadvantage, not having any persons of capital for support. However, the company appointed me before I left home with power to act as I thought proper. I have consequently changed the whole scheme or system of our canal. The stockholders in New York write constantly to keep in view sloop navigation."

"THE COMMISSIONERS APPOINTED BY THE GOVERNMENT for internal improvements, laid out a seven foot canal from Grand River to Burlington, and my great aim has been to turn their attention to this particular route for sloop navigation."

"As they do not understand, or scarcely have an idea of canaling, it is absolutely necessary I should remain at the elbow of the members until the business is completed."

"I met them all here, submitted my plans, and they have given their entire approbation. The only thing that remains to be done, is to get the act extended, and a loan."

"My arguments are, by making a sloop navigation large enough to admit any vessel on Lake Erie, we will draw the transit to New York through our canal; as a vessel can sail from any point on Lake Erie to Oswego, at once."

"Then comes the comparison of distances and prices, leaving $3. 50 per ton in favor of the Canada route."

Closing the subject with this sublime sentiment: "I am sensible it will not be as profitable for 20 or 30 years, as the other. But it will be a *greater* public good."

In another letter of 13th February, he says:

"The canal is like money—hard to get, and hard to keep."

To write letters to his friends, or to address audiences on the line of the canal, Mr. Merritt felt an easier matter than speaking to the House.

On 5th March he writes Mrs. Merritt:

"Councillor Steward was heard at the bar of the House, in favour of Niagara. I in reply, in favour of the Twelve Mile Creek. It was my first attempt to express my sentiments before so formal a tribunal. I was convinced no person can speak well without practice, which I never had; but made up my mind not to be embarrassed. I must confess, for the first sentence or two, I was considerably agitated. However, they say I acquitted myself better than the lawyer."

"Noticing some of the members, the Attorney-General and Dr. Rolph eclipsed the whole. They are on opposite sides of the House. They are both classically educated, with extraordinary talent, and display more of the elegancies of language than I ever heard."

Among his friends in high places at York, none took a warmer interest and did all he could to assist and encourage him, than Dr. Strachan, then a member of the Legislative Council; not alone with his valuable patronage, but giving him the advantages of his extensive and matured experience.

We see the first report drawn up during the long detention at York, under the Doctor's eye takes a more comprehensive view of the enlarged navigation, than any heretofore.

The following is extracted from a pamphlet for the interest of the stockholders, in 1852:

"An able Report, which was published by order of the Board of Directors, at the close of the year, is appended hereto, in order to show that the comprehensive views then entertained, are now realized, as well as the reason why the private Stock was not then subscribed, and the great loss the Shareholders were subjected to in consequence.

The present Lord Bishop of Toronto, Dr. Strachan, who was then a member of the Legislative Council, took a warm interest in this magnificent undertaking, from the first, and did all that was in his power to assist and encourage those who were labouring for its accomplishment.

As early as 1825, when the work was in its infancy, bitterly opposed by some, and distrusted and thought lightly of by others, he drew up a paper setting forth the inestimable advantages it must produce to the commerce and agriculture of the country, and urging its accomplishment by every effort, and at whatever cost. The Directors, partaking those sentiments and opinions, were happy to introduce, with his permission, his eloquent appeal into their Report; and the paper I have last referred to, with the exception of such passages as relate to the details of the Company's proceedings contains Dr. Strachan's sentiments and his early views of the character and objects of this great work, in his own language. They are introduced here from a conviction that it will be no less gratifying to the venerable Prelate than to his many friends, as well as interesting to the public, to observe how clearly he predicted, when the company was struggling with its greatest difficulties, the inevitable progress and success of the noble work they were engaged in, and the splendid results it must produce throughout a country which forms a large portion of the globe. When he remarks, in language which many at the time may have thought extravagant, that the Welland Canal will, in time, yield only in importance to the Canal which may hereafter unite the Pacific with the Atlantic ocean, through the Isthmus of Darien, it is interesting to reflect, that he was then contemplating a work which, after a interval of twenty-six years, we now find engaging the attention of the business world on both continents."

April 10th.—"After having been here eight weeks, and the bill nearly through, had to leave for Niagara to attend a meeting of directors; when a report was sent over by Mr. Hall, that the bottom of the Lake, opposite the mouth of the Twelve was hard rock, and could not be made into a harbour."

He surveyed the harbour, and went back to his post in time to see the bill triumphantly passed.

A meeting was held at York, immediately on the rising of the house, 14th April; and as it turned out, was too cautious in reserving a large portion of the stock for England, which we will see, was an unfortunate resolve for the immediate and easy completion of the canal.

A very able document, bearing evidence of being prepared by Mr. Yates on the 17th of May, 1825, in favour of this locality, was sent to the Board, who appear to have been then considering the route.

On the 10th of May, a paper with Mr. Hall's report, inimical to the Twelve route, was got up to be circulated amongst all the shareholders.

44 persons representing 170 shares, on which £18. 1s. had been paid, principally from Niagara, withdrew their names between 11th May and 12th July, in consequence of the alteration of the route; 10 from other causes, representing 43 shares.

June 8th.—A letter from Mr. Merritt, on his return from New York, on board steamer *Utica*, to Dr. J. Prendergast, details the concurring events.

"I am pleased to have the satisfaction to acquaint you, that I have succeeded thus far in every particular. Our board of directors being fully aware of the magnitude of the sum we had to raise, determined, that before we entered into any contracts, the money should be procured. With this view, I was sent to Montreal and Quebec, having to take in New York on my return. $200,000 was apportioned for New York, and a like sum for Upper and Lower Canada. The remaining $400,000 in London."

"The New Yorkers, my old stockholders, took at once $300,000, and the whole would have been immediately subscribed in that place. If all is well, I shall reach home on the 12th, so as, on the 1st of July, to let out the greater part of the canal on the enlarged plan."

A letter from Mrs. Merritt, who wrote shortly before, to her friends in Chatauque, 4th July, says:

"The people began to flock here on Thursday, the greater part from the other side. Private families had to open their doors. About 200 strangers. But 60 proposals given in. They all went off like a fog, and by sunset, yesterday, there was not a stranger in the place, except Mr. Dunn and Mr. Boulton."

In the midst of all this bustle, the inn-keeper, who had served the public so long, passed away.

"Our old neighbour Paul Shipman died 25th June. Mr. Eastman preached his funeral sermon."

Mr. Merritt, in a letter to Dr. Prendergast, in reference to the St. Lawrence Canals, says:

"Arrangements are making for a canal from Prescott to Montreal, of the same dimensions as our own, which will add very much to the value of the Province, as well as increase the business in our canal. I have no doubt it will be completed in 5 years from this time."

The Niagara opposition seems to have been put out, by relieving them of the paying up of their stock, and we find them co-operating in starting another canal,—the St. Lawrence one.

From the *Gleaner* of September 24th, 1825:

"At a respectable meeting of the inhabitants of the district of Niagara, assembled at the Niagara Hotel on the 5th September, for the purpose of taking into consideration, and adopting measures to obtain an immediate survey of the River St. Lawrence.

"The Hon. Mr. Clark was called to the chair.

"William Hamilton Merritt, Esquire, officiated as Secretary.

"When it was resolved, That this meeting having long witnessed the vexation, delay, and heavy expense attending the navigation of the St. Lawrence, between Montreal and Prescott, and being satisfied that a perfect canal navigation can be made between those places, at a moderate expense, compared with the object of the undertaking—do recommend a subscription to be opened immediately, in both Provinces, for the purpose of employing a scientific and practical engineer or engineers, to explore that, and make out an estimate of the expense of constructing a canal along the banks of the St. Lawrence, or otherwise, as may prove most eligible,—in order that the same may be laid before the Legislature of the two provinces, at the next session of their respective legislations."

York, Sept. 25th.—A letter to Mr. Merritt from their solicitor, on the eve of his departure for England, for subscribers to the stock alluded to above, in allusion to the expense of constructing a canal down the St. Lawrence, says:

"I have got a favourable account of the Petit nation River, which heads about five or six miles back of Prescott, down which, I think, a canal can be made: this should be examined. The place of commencement should be, in my opinion, above Prescott, and up that to Petit nation, or else from Johnstown."

H. J. Boulton.

It will be seen from the foregoing that Mr. Merritt looked on this great undertaking in a different way from many of his intimate friends. His was no petty scheme intended only to benefit a particular locality. His broad and expansive views penetrated beyond his own profit; as he well and truly reasoned that the noble St. Lawrence, then, it might be said, flowing almost idly into the ocean, was not placed there by the Great Maker for mere ornament, but would eventually, become tributary to the powers of clever men, and be the broad pathway to bear the golden products of the great West to the millions of toilers, whose voices were raised in Europe for the cry of cheap bread. Could those merchants in Montreal but see the results which his idea brought about, and the change which they wrought on their successors, what a wonderful picture would be presented to their imagination: to behold a mere trading town gradually assume gigantic proportions, its streets lined with stately warehouses, and its docks become the pride of a country, noble merchant-men and floating steam palaces thronging its harbour, ready to carry to the ends of the earth the great staples so bountifully bestowed by nature on the boundless acres of the far west.

It is not our intention at present to enter into Mr. Merritt's connection with the improvement of the St. Lawrence, suffice to say that he succeeded in getting the work commenced; as by the aid of the funds raised at the Niagara meeting, Mr. Clowes and Mr. George Rykert were enabled to be sent down, and make a survey of the River banks, which act was the beginning of those great works afterwards undertaken to open a water way round the rapids.

It is not to be concealed that the St. Lawrence canals had for a number of years a formidable competition in the Ottawa Canal. The British Government this winter desiring the work for military purposes, offered the Province a loan of £70,000 sterling if they would undertake the work. It is a matter of history that they completed this work, the Rideau Canal, at their own expense, thus postponing the improvement of the St. Lawrence river, to which the attention of our Parliament was continuously directed, and keeping back the profits which the projectors of the Welland Canal naturally expected from the extension of their scheme.

A letter from his friend, Dr. Rolph, dated Charlottville, 22nd October, contains the following compliments to our subject:

"The mania for the improvement of navigation may be traced to you. That is some apology for requesting you to use your influence in sending Mr. Clews to survey the canal at Long Point. J. ROLPH."

26th October.—The Board, at their last meeting in St. Catharines, having let the excavation from the Welland River to Ontario, gave to Messrs. Beach, Ward, Hovey and Phelps the contract for the wooden locks and waste weirs at £550 per lock. At the same meeting Messrs. Beach and Keefer were awarded a grant of the free use of the surplus water from the first weir for a flour mill of four run of stone, to be ready on the opening of the canal.

17th November.—Mr. Merritt left in stage for York. House met the same day. The ball is opened.

Nov. 22nd, the place of meeting for the Board was changed to York, owing to a majority of the directors residing there.

23rd November.—An article appeared, signed "A Friend to Internal Improvements."

Noticing the various subjects of the petitioners against the canal, one against the new route, that the levels would produce sickness.

"I have been here four or five weeks. Petitioned for loan of $100,000 and remission of duties for canal uses, and amendment of act, so as to come down Dick's Creek instead of the Twelve."

Among other opponents as petitioners, one individual, James Gordon, Mr. M.'s brother-in-law, petitioned to have the route changed, and suggested a line nearly in the new cut, across from Shaver's direct to the mouth of the creek, instead of coming round by St. Catharines. The ground of the petition, was, from the delay for obtaining the stock in England; whereas, the stock was not obtained at all: and the $100,000 now was, in a business point of view, unusually large for the assetts of the company.

He alludes to the reports on those proceedings, of which 350 copies have been printed. Alludes to the scarcity, and monetary depression, as causing the failure to get stock in England.

The harvest this year was an abundant one, and a general idea of improvement seemed to pervade all classes; business was good throughout the country; work on the canal was going on rapidly; six hundred labourers were employed, and more wanted. It was expected that the whole line would be under contract by Spring. The marked change along the route was wonderful. Where the forest stood a short time ago, was now a scene of life and bustle. The sharp rattle of the axes hewing and carving their way through the old woods; the unceasing hammering of the pick on the clayey banks, and occasionally the crash of a falling tree, mingling with loud gunpowder explosions when a blast was discharged, all lent a charm to the work which none enjoyed more than our subject, whose busy brain found ample swing; now at one place, now at another, superintending, watching, settling disputes, arranging details. In fact, if ever man had his "hands full," Mr. M. at this time had his. One hundred dwellings were on the summit, occupied by mechanics, labourers, tailors, shoe-makers, storekeepers and others.

At the entrance of the Twelve Mile Creek, the works on the harbour were inaugurated by the erection of a number of shanties, material collected &c., for the extensive works required at that place.

1826.

One of the important events which occured during the year, was the active part our subject took towards establishing a newspaper, the *first* in St. Catharines, and the *youngest* of *seven* now being printed in the Province. In his account book we find the following entry, dated Dec. 19, 1825:

Paid Proctor & Swift's account,

For Hiram Leavenworth's type: - - - - -	$153.73.
Postage, ink, and paper: - - - - - - - -	40.50.
	$194.23.

He was not forgetful of the valuable aid a good paper would be towards his canal scheme, as well as the benefits it would confer on the locality--although to Niagara belongs the credit of having established the first newspaper in the Province. This sheet was called the "*Upper Canada Gazette*," and was started in 1793, and continued to be supported in the district until the Parliament moved to York, whence it was transferred. Another paper was started by the notorious Joe Wilcox, and again after the war of 1812, was succeeded by the "*Spectator*," already mentioned in connection with Mr. Thomas Merritt's financial difficulties. The "*Spectator*" was eventually succeeded by the "*Gleaner*," which, so far, had been the organ on canal affairs.

One great object Mr. Merritt had in view when he assisted in establishing the newspaper in St. Catharines entitled the "*Farmer's Journal, and Welland Canal Intelligencer*, was to circulate general useful information around the country. In the address to the public, it states:—"Our principal object will be to publish a correct and accurate statement, from time to time of all interesting and important matters relative to the Welland Canal, which is now rapidly progressing under the most favourable auspices: to endeavour to the utmost of our limited talent, to draw the public attention to the *splendid plans* now in embryo, for the improvement of general navigation in this colony: to awaken a spirit of inquiry and enterprise in regard to canals and other improvements of vital importance to our prosperity and happiness: and to develope by every proper means, the various resources of this fertile land we live in."

This paper, ushered into the world in the most unpretending manner, was eminently successful. It was well printed—so accurate, that an error was very seldom detected, either in spelling or dictation. It was Mr. Leavenworth's pride to be considered the best printer in the country. It fully maintained its credit, and supplied the farmers with every information collected from the most reliable sources.

We have, so far, refrained from mentioning some of the petty slanders with which our subject was assailed during his earlier struggles towards the accomplishment of this great national work, and would not refer to them now, were it not to show that in the midst of all his trouble and excitement, he was not forgetful of any of his honest and honourable obligations. It will be remembered that some years previously, the failure of his business, when in partnership with Mr. Ingersoll, left him heavily involved to parties with whom he done business, in Montreal; and the following letters received from his old creditors, conclusively shews that neither the thoughts of dishonesty nor pecuniary aggrandizement possessed him at any period during his connection with the canal; for, if at any time of his indentification with this work, he needed *property* or *money*, it was at this period,—when every fair resort was tried to obtain funds for the accomplishment of the undertaking:

"Montreal, April 6th, 1826.

"DEAR SIR:—Your letter of the 22nd contained a deed of 100 acres of land in Zorra, and we had previously received deeds for 400 acres. We therefore enclose your bond, and in doing so, we feel it is incumbent on us to say, that this voluntary act on your part, is highly creditable to you, and assures us that if you continue to be successful, which we sincerely hope will be the case, the remaining part of the promises conveyed to us in your letter of March 24th, will in due time be fulfilled.

Yours truly,

W. H. Merritt. GILLESPIE, MOFFAT, & Co."

" Montreal, 8th May, 1826.

" DEAR SIR :—We duly received your favour of the 16th March, with deed for 400 acres in Blenheim, which we accept of in full satisfaction of the deduction made from our claim on the late firm of Ingersoll & Merritt.

FORSYTH & Co."

W. H. Merritt.

It is necessary to state that the most of these lands were granted to Mr. Merritt's family for services in the Revolutionary war. Mr. T. Merritt receiving as his share, 2,000 acres. The lands had by this time so increased in value that they were considered an equivalent for a cash amount.

Mr. Clowes remained in Montreal, and obtained occupation from the Government, as we see by a letter from Major Hillier, Governor's Secretary, to the Welland Canal Board. Mr. Rykert returned, and found employment in surveying the lands for right of way. The St. Lawrence survey was not entirely abandoned, as the work was continned by Mr. Clowes and others. Mr. Merritt at this time was in receipt of a communication relative to a canal from the Bay of Fundy to the St. Lawrence. Engineers were employed to examine this route also. As a sample of the public tone at this time, the following article from the *Canadian Freeman* is worth noticing :

" For our part, we would wish to see canals intersecting every part of this Province : and as the few enterprising individuals who are embarked in the Welland Canal line have commenced this good work, we hope it will be continued."

During February the work was pushed on with great energy, as the season was favourable.

After seeing the amended act fairly under way, Mr. Merritt returned to attend to the prosecution of the canal business. The circumstances of the Board having their meetings in York, rendered his stay a short one. Before setting out however, he makes a careful memorandum of details necessary for their information. From one before us headed for the first meeting in February, we extract :

" There are 27¾ acres in the deep cut—consisting of over 1¼ millions of yards of excavating. It will cost 23 mills per yard, laid at the shortest distance—equal to £64,000."

Memorandum :

" Speak to Vice-President Allen on the mail-stage routes. And, touching on a very delicate subject, by which powerful patrons might be easily propitiated or offended—to decide on the names of various places on the canal."

At this meeting which he attended, it was resolved that not any part of the loan of £25,000 could be touched, according to the act—and that 25 per cent be raised from the present subscribers. In order to accomplish this, and to make personal explanations to the shareholders, he set out in the

middle of February for New York, travelling by stage. He arrived there on the 21st, when it was agreed to pay 8 per cent a month of the stock subscribed, in order to carry on the works as rapidly as possible.

On the 3rd of April, the annual election of the Directors took place at St. Catharines. Col. J. Clark and Hon. J. B. Robinson were appointed, and shortly afterwards (May 9th) Mr. Merritt paid a visit to Albany, and procured documents and plans of the Erie Canal. In an interview which he had at this time with the Governor, De Witt Clinton, that gentleman made the following remark to Mr. Merritt, which, we think, was highly complimentary to our subject: "You have physical advantages on your side, but you want men of enterprise, like yourself, to carry them through."

On the 6th of May, H. E., the Lieutenant Governor, and several directors visited the works on the canal,—and the Governor expressed his high gratification at the progress of the works. As an instance of the improvement the canal was making on its surroundings, we find an advertisement in the "*Journal*" of May 3rd, offering 50 village lots for sale in the flourishing village of St. Catharines.

On the 7th of June, we see a notice that Mr. Chace, Mr. M.'s successor in the salt works, had made marked improvement in that line; and amongst other things had fitted up a bathing establishment, where hot or cold salt water baths could be obtained, which it was believed would be of great benefit to invalids, and would eventually become a public resort as famous as the Spas of Europe.

On the 22nd, an important meeting was held in York, to devise ways and means for carring on the work, and Mr. Yates was instructed to procure a loan of £30,000 or £40,000 in New York.

On the 1st of July, the opening of the Burlington Bay Canal, in presence of the Lieutenant Governor and first dignitaries of the country, took place. The Governor passed through in an open boat, and was received at Sherman's wharf by a guard of honour, under Col. Crooks, and two Regiments of the Gore Militia, attended by the Band of the 70th Regiment from York. This was the first public celebration to commemorate the opening of any public work in this province—soon to be followed by others of far greater magnitude. A steamboat was also running from Buffalo to Chippewa.

Mr. Merritt's application for mail accommodation on the line of the canal now begins to come into operation; and we notice the advertisements of letters from the Thorold P. O., J. Keefer, Esq., P. M. From thence to St. Catharines a semi-weekly mail was carried, and proved a great boon to the people.

In August, the arbitrators who were to settle the vexed question of the valuation of the land on the route were appointed.

Mr. Merritt's memorandum for 20th June, states that he visited every person whose lands were wanted on the route, and received their offers for a settlement. Yet, afterwards, there were many dissatisfied at having the canal pass through their farms, and they held a meeting at Beaverdams, favouring the route by the Twenty Mile Creek, Niagara, or any other place but that along the "Twelve." The arbitration was held in the old Shipman Tavern, then kept by a man named Jakes—and for a month or two during the warm season, this place was the scene of much excitement.

There were 27 cases in dispute. The award for Mr. Merritt and his father was £600 for 7 or 8 acres of land and the mills. As respects their other lands, to the amount of 9¾ acres, the advantages of the canal were equivalent to the lands proposed to be taken. Of the twenty-five arbitrators appointed to try the cases, but one is now living, Mr. Henry Mittleberger, of St. Catharines, whose warm interest in this undertaking we have noticed in extracts from his journal. The land actually arbitrated on amounted to 323 acres in all.

Two of the contractors, Hovey and Ward, had given up their contract for the deep cut. After this period nearly all local opposition ceased.

In other parts of Canada, things were beginning to move. Two steamers were placed on the Ottawa and Lachine route, and six more were plying on Lakes Ontario and Erie. The works on the canal were often visited by the curious, and a mania for canalling seemed to possess the people. Mr. Merritt was daily in receipt of letters from different parts of the country, about various canal schemes, &c. On the 27th of October, the Board met at the "Deep Cut." Mr. Yates inspected the whole line, having previously obtained £25,000 in New York. In their report of this meeting, the following minute appears:—"The Directors have great pleasure on this occasion in expressing their full approbation to those whose attentions have been unremitting, &c."

Owing to the numerous gatherings which canal matters produced in this locality, Mr. Merritt determined on moving from his old residence; and as it was more from necessity than choice, he advertised his dwelling for a tavern, which was accepted by Luther Dyer, whose practice in this business in Buffalo, made him a suitable tenant. The mail stages already alluded to, of which this became the station, were owned and managed by E. W. Stephenson, from the same place.

Our subject and his family removed on the 10th of November to his father's residence, now the cottage at Springbank, where he remained until the completion of his own "Oak Hill Mansion," on the canal bank, three years afterwards.

The census of the town taken at this time, gave the place 400 inhabitants. Our recollections are that a considerable village then existed. The opposite

side of St. Paul Street, beyond Chace's, was occupied by Reach's hat shop, J. F. Mittleberger, watchmaker, Richard Fitzgerald's store, now occupied by the *Times* printing office; McKenny's residence, Yale & Waters' tin shop, Sanderson's blacksmith shop, Granville's grocery, and widow Stuart's residence, terminating with "big" J. Wright's tavern. On the other side, skirting the pines beyond Shipman's barn, was Ward's saddlery, Captain Ditterick's hotel and butcher shop, Elias Adams, Forest, Dr. Moore's, and the Glenns. On Ontario street, Lyman Parsons' pottery, Rufus Wright; Anderson's, Thomas Merritt's and George Adams's beyond; opposite was old Mrs. Lawrence, Mrs. Shipman, with whom resided E. W. Stephenson and family; and his last memories were the excavations going on in the grass plot fronting the church, for the site of the large frame building known as the Merchant's Block, in which afterwards was the Welland Canal Office, and Leavenworth's printing office.

Of all the new comers to St. Catharines, Commodore Northrup was the greatest acquisition to the place, in his own peculiar line. He with Mrs. N. and an only daughter, Elizabeth, coming here in 1821. The Commodore being employed in the Bolivian service, made occasional cruises in the Gulf of Mexico, and at each time of his return to St. Catharines, was in possession of a respectable share of the "needful." Privateer, buccaneer or commodore, his *role* among us was to spend money. His turn-outs were the best, his dinners the finest, and his social qualities unbounded, of which the author has often been a recipient.

One circumstance about him we remember, while residing at what became afterwards the Merchant's Hotel. The horses which the Commodore used in his family carriage became restive and ran off down the 12 mile hill, and when the animals and the *debris* of the vehicle were recovered and brought back, he ordered them away, saying he never would drive them again. It was no matter of surprise that the vehicle was given to the finder, as on a former occasion we have known him to hand his daughter a bill for playing a tune on the piano for the amusement of his guests. When the dam at the harbour had converted the 12 mile creek into a miniature lake, and the works there being an object of attraction, the author has frequently witnessed the spirited style of the Commodore's turn-out on the ice.

The way of conducting Municipal elections in those days were not as exciting as at present, and the only address we can find to the electors of Grantham, is one headed "Self Nomination," and signed by Job Northrop; promising faithfully to fulfil the important duties of Pathmaster, should the free and independent electors choose him for that position.

The same individual, previously wishing to have the fourth concession opened along his property, asked the magistrates to assemble at the "Corners," whence, after a social glass, and discussing the road question,

drove them over the locality, when no further ceremony was needed, and the magistrates declared the road open.

The Commodore finding the excitement afforded by the prospect of the speedy opening of the canal, sufficient inducement to remain here, advertised his farm, commenced building the house now owned by John L. Ranney, moved one of his out-houses up for a store, started a forwarding company, of which the keel of the pioneer vessel was laid, just below the site of his new residence.

The holidays were spent by Mr. Merritt in his attendance at the Board in York, a final meeting for the year being held there on the 28th December.

On the 30th of November was held the first annual celebration to commemorate the anniversary of the canal. A public dinner was held in the hotel, which was numerously attended. Speeches were made, loyal and patriotic toasts were drank, and the event honoured in a style which would do credit to more modern assemblies. The *Journal* of Dec. 1826, in referring to the demonstration says :—

* * * "Notwithstanding all those discouragements, it has been prosecuted with untiring vigour, and the success which has attended the efforts of the little band of patriots in the cause of their country's welfare, who planned and matured the scheme, must be unexpected and astonishing to themselves; and although it is a sad annoyance to a few, yet, it will undoubtedly eventually greatly redound to the credit and honor of all concerned, as well as the Province at large."

The Annual Report of the Canal Company, dated 18th December, 1826, states:

"Amongst other items, they are grateful to the Government for their grant of 13,000 acres of land in Wainfleet, lying on both sides of the canal extension to the Grand River. Also, that up to this time a lump sum of $260,000 had been spent on the works, for which the following results are given: The first section which commenced at the Welland River, (now Port Robinson) was completed, to the extent of 33 chains, with tow-path, and water let in, and presented a fair specimen of the work when finished. Upwards of one and a half million of cubic yards of earth had been removed, and ten miles of the canal finished. The greater part of the timber for locks, and material, was got out, and in readiness for use, and several of the contractors were already considerably ahead of their contract work, owing to the extraordinary zeal with which the contractors pushed on the undertaking. $6,000 in claims for land had been paid. £60,000 would yet be required to finish the deep cut."

On the 5th of December, Parliament assembled, and in the Governor's speech, referring to the Welland Canal, places it second to the Rideau, but saying in its commendation:

"Although we owe it to the enterprise of private individuals, I most strongly recommend it to your favour and protection."

This was not a mere compliment, as the Governor had always personally taken a warm interest in the progress of the Welland Canal.

Another very opportune circumstance also occured at this time, in the fact that it was now known by a dispatch from Col. Hillier, that the Imperial Government had given a grant to the Welland Canal Company, of £16,000 sterling.

At this time, our old friend Dr. Beadle went to York, and succeeded in getting the contract for twenty years, to convey the mails from Queenston to Sandwich, which proved a profitable undertaking, and which was known for many years afterwards as being under the conduct of W. A. Stephenson. A Mr. Wilkinson, who left for Brantford, was a partner.

On the 14th of September, in this year, occurred an event which caused a profound sensation throughout this country and the United States. The facts known at this time were, that an individual known as Col. W. Morgan, a citizen of the States, had written a book purporting to be an expose of Freemasonry, and shortly afterwards the author suddenly disappeared. The newspapers at the time were full of stories, some of them very sensational in reference to Morgan; and it was even stated that one of the Brants of Wellington Square, and several other prominent Masons in Canada and the United States had conpired, and captured Morgan, confined him in N. Y. State, on a trumped up charge, and afterwards conveyed him to Fort Niagara, from whence they transported him out into the lake and drowned him. It is needless to say that the gentlemen charged with the commission of the crime strenuously denied the implication. The results however were that two strong parties sprung up, known as Masons and Anti-Masons. To the latter side our subject became allied, and ever afterwards he was known to be opposed to secret societies, under every form and guise.

Among the general transactions of this period, was the re-establishment of the *Colonial Advocate*, by Mr. Wm. Lyon McKenzie, it having been stopped by throwing all his type into the bay. He collected $1,500 as damages.

As Ottawa has become an important place as the seat of Government for united Canada, the ceremony for the commencing of the Rideau Canal, will be given.

On the 24th of September, Lord Dalhousie and suit arrived at the Chaudiere, proceeded to P. Wright's, Esq.; when, on the 27th, accompanied by Captain By, amidst a large concourse of gentlemen from the surrounding settlements, laid the foundation stone, as commencement of the Rideau Canal. After the ceremony of laying the foundation stone was completed, his lordship, lady and suit departed in a barge rowed by fourteen oarsmen, on their return to Quebec.

November 1st.—It is stated in the *Montreal Herald* that £20,000,000 had appropriated for fortifications in Canada.

A party of engineers, in the general plan of fortification, was sent to survey the Chataugue.

As noticed, the House met, and Mr. Merritt, not now in the Board of Managers, whose duty made it necessary that his presence should mostly be on the works, had however to visit York, and attend the Board meetings and other business in the interest of the Company. The loss of his friend and adviser Archdeacon Strachan, whose interest in the rising generation had caused his temporary absence to England, in order to raise funds for the founding of a University, was more than made up by the presence of the Honourable J. B. YATES, of Chittenango, N. Y., who resided in York, and attended the House. A petition having been presented by the Welland Canal Co. for the Government's assistance, asking them to take a part in the undertaking, and one from Niagara asking for a *lateral cut*—a committee was appointed to investigate the subjects. Mr. Yates addressed a letter to Arch. McLean, the chairman of this committee, and also gave his verbal testimony before the same, in which he gives a calculation that the work will pay interest by carrying the products at $1 50 per ton, for 50,000 Canadians—and that the Oswego Canal, now under way, would be the means of accomodating many more from the other side, besides adding to the value of vessel property, by giving them two or more lakes to navigate. The ideas of Mr. Yates were based upon known estimates in connection with the Erie Canal, and so convincing to the committee were they, that they recommended Parliament to take stock in the canal to the amount of $200,000; but still, from the unreasonable condition of the arrangement, it amounted to nothing more than a loan, as the company were bound to pay interest on the same, as well as the previous sum advanced.

1827.

At the termination of the session on the 13th February, a meeting of the Directors was held, and a resolution was passed authorizing Mr. Merritt to proceed to Quebec, for which £125 was voted, with a petition from the Board to the Parliament of Lower Canada, praying that that body would assist the Company by becoming subscribers, as it would be an equal benefit to the ports in their Province. Another resolution commisioned him, in conjunction with Mr. Yates, if unsuccessful, to have the balance procured in New York.

Arriving in Quebec on the 23rd of February, he spent the time intervening until the opening of the House on the 2nd of March, seeing the different members of the Government, and explaining the prospects and progress of the Company's works. In this interval he writes home:

"I have been introduced to most of the members. Every person says it is a loss of time to say one word to Jean Baptiste, as he will not give us a dollar. I, however, have strong hopes, and one week will determine the measure, &c."

He also was the bearer of a dispatch from Sir P. Maitland to Lord Dalhousie, the Governor and Chief, at Quebec, on the same subject—which His Excellency laid before the House by message. A bill was immediately brought before the House, authorizing a grant of £25,000, which was passed through all its

branches. Mr. Merritt arrived home, by way of Albany, on the 19th March, making the most expeditious and successful journey in connection with the canal yet recorded.

In the annual meeting, which was held at St. Catharines on 2nd April, the Hon. Col. Wells took the place of Vice-President Allen, and J. H. Boulton that of Mr. W. H. Merritt, who was now acting as Agent. Several meetings were afterwards held along the line, and at one of them it was resolved: that the office of the Company be removed to St. Catharines, and that James Black be appointed resident secretary—salary £200. And that an office be built here for the agent, secretary, and engineer, by contract—Mr. Merritt agreeing to pay for the same at any time they may choose to relinquish it.

In the Spring of 1827, a letter from Mrs. Merritt, says:

"There have been a great many people here. Every house is crowded with two or more families. Building is going on."

Mr. Gordon left, finally, with his son—the only remaining member of his family, after twenty years so-journ in this country. They returned to Edinburgh, where his son James received a finished education for the medical profession; passing a creditable examination at the expense of his health, which ultimately caused his premature death, at Paris, in 1836, much regretted by his friends in St. Catharines and elsewhere. Mr. Gordon afterwards lived in London, where he died in 1846.

The people of Fonthill are perhaps not aware of the importance their position once held in the thoughts of the country's rulers at this time.

On the 25th of July, R. H. Bonnycastle, R. N. Commander at Kingston, writes to Mr. Merritt:

"I have suggested to the Home Government the practicability of a canal from yours to the Short Hills, either by Ball's Valley to Beckitt's Mills, or, above the Deep Cut."

Beginning late in the season, under the energetic direction of the contractor, Mr. O. S. Phelps, the works on the deep cut had been pushed on with unexampled speed. The wet weather setting in early, it was abandoned for the season.

One of the institutions seemingly necessary on the works, was an individual who figures amongst others as the "grog-man." We are not aware that in these days of boasted enlightenment such a phrase ever occurs in the reports or estimates of any great public work; but as the word frequently appears on the old pay-list of the canal, we conclude that the unprecedented amount of work daily accomplished was in some measure stimulated by this important personage.

Against the opinion of the President and Directors, Mr. Merritt advocated strongly the undertaking of the canal directly to Port Maitland. This idea coming before the present one was finished, caused some commo-

tion in the Board, but was a fortunate matter, as without it the canal would have to be abandoned, owing to the many land slips which occured in the deep cut in the next fall.

Mr. Merritt's argument for the feeder now is, that coming in at one end there will be a fall the whole way,—as, by throwing a dam over the Chippewa, we can have deep water. We have placed our towing path above the surface for this purpose. As this deepening is not likely to take place for years: it is not advisable to publish it now, by encouraging vessels to be built with a larger draught than eight feet."

On the 12th of September, notices were given for nine miles excavation, between the forks of the Welland and Broad Creek—to be finished by the 1st of October, 1828. The contract was taken by Monson, Simpson, & Co., on the 3rd of October, who advertised for 1,000 hands, which were readily supplied from the deep cut works, now idle. The idea of this work extended beyond the Welland, or scheme of connecting the two lakes—as his thoughts were now turned to another scheme, viz: the improvement of the Grand River, which he commenced by opening a correspondence with the leading men of the section of country about to be benefitted. This correspondence, which we have in our possession, shews that Mr. Merritt wished to be fully in possession of all facts of interest in reference to the country affected. A series of leading questions on trade, productions, agriculture, &c., &c., were proposed to be answered, and from which a reliable data could be got, were expected. Also, requesting them to raise subscriptions to have the route regularly surveyed, as was the case with the plans of the Welland and St. Lawrence.

The progress of the St. Lawrence extension during this year is given in the report of Messrs. Clowes & Rykert, to the Governor, in whose service Mr. Clowes, as intimated, had been since the 9th of June. These plans included two sizes for the canal—four, and eight feet; and after giving the engineering particulars of each route to the L. C. line, he sums up by saying that it is highly gratifying to state, for the information of His Excellency and others, that the advantages for the canalization of the St. Lawrence, far exceeded our most sanguine expectations. And although making this statement, we see by a letter to Mr. Merritt, from Kingston, dated 30th of January, he had left the St. Lawrence. The report contained in several places favourable notices of the Rideau Canal. Mr. Clowes had found employment more profitable than that of his early patrons in Niagara, in the rival project of the Ottawa.

In Mr. Merritt's property, alluded to in church matters, was left a space for an educational establishment; and on April 25th, a general meeting was held in St. Catharines, for the purpose of building an academy, on it, which was attended by the leading gentry of the neighbourhood. Dr.

Beadle occupied the chair, and Henry Mittleberger, Esq., acted as secretary—when, a building to cost $4,000 was agreed upon, to be paid for by shares of $10 each. $1,350 was subscribed on the spot, and a committee formed to collect the balance. The building was the first superior institution of learning in this part of the Province, preceeding the Bishop's College at Toronto, for which he obtained from the Government assistance to the amount of 100,000 acres of land.

A meeting in Brantford was advertised in the *Gore Gazette*, on the 15th December, and was well attended; Mr. Merritt making his explanations in reference to the Grand River improvements.

Without waiting, however, for action to be taken on this, and the season being late, he sent up Mr. Cusack as engineer to survey the route.

A letter, from Mr. Grant, of Ancaster, on the 16th of October, advocates that the survey should extend to Galt, &c.

On the 8th of October, a letter was received from Mr. Whitehead of Burford, in which he states:

"I feel sanguine in the improvements of the Grand River idea, after the plan suggested by you. A few influential individuals that I have conversed with, are desirous to undertake it, but want to know what is the expense for levelling and surveying a route from where the Welland Canal enters the Grand River, to Brantford."

"I will immediately set up a subscription to defray preliminary expenses."

And in another letter, he says:

"I have not been as successful in raising money as I anticipated, &c."

We are not aware that any money was raised at this time, but Mr. Cusack the engineer died soon afterwards, and we find the following amongst Mr. Merritt's memorandas, from his widow:

"Mrs. Cusack has requested me to apply to you for the amount due to her late husband for surveying the Grand River."

A long letter from J. D. Norton, Black Rock, was also received this year, relative to the disposal of Gypsum, shewing how extensive were his plans for the developement of the resourses of the country.

A letter was received from the President on the 24th of December, in which he says:

"I hope you will have everything ready for the Report by the time I write you to come over: it shall be as soon as Mr. Peter Robinson makes his appearance. We can do nothing till he comes."

On returning from Brantford, Mr. Merritt met with a very serious accident, caused by the upsetting of the coach in which he was travelling, between St. Catharines and Hamilton. The shock he received was sufficient to confine him to his bed for some days, and from which he did not recover before his journey to England, which was undertaken soon after.

1828.

On the 12th of January, 1828, a meeting opposed to the proposed Grand River route, was held in Ancaster; the idea entertained by those present, being, that a canal from that river to Hamilton, and even from the head waters of the Thames, would be the correct thing. Twelve long resolutions were passed, and it afterwards being found that the summit cutting on the proposed route would be one hundred feet, and deeper than the deep cut on the the Welland Canal, the idea was abandoned, and we believe never afterwards mentioned—at least if Mr. Capreol's scheme might be considered a similar one.

As the whole work on the canal is now under way, it was found absolutely necessary to raise more funds. The balance still on hand amounted to £39,000, and it was found that more than double that sum would be required to finish the work. An effort was to be made again to obtain the $200,000 reserved for England.

During the series of Board meetings held in York, commencing on the 21st of January, that on the 14th February contains a financial statement from Mr. Merritt, by which he says:

"No embarrassment for want of funds will be felt until the 1st of August, before which time some means must be devised to obtain £50,000 for the remainder of the season."

He also proposed five different schemes towards raising this amount:—1st.—To enlarge the capital another £100,000. 2nd.—To endeavour to sell stock, or effect a loan in the United States. 3rd.—To send an agent to England to obtain the one ninth promised on the enlarged capital. 4th.—To endeavour to sell stock there. 5th.—Or endeavour to affect a loan.

The Board were at the end of their invention. To enlarge the capital at present was a useless measure, as the New York stockholders having implied, nothing more could be expected from that quarter. But another trial was to be made, and the agent once more, with discretionary powers, was sent down to see if money could be obtained. The sending to England was the last thing, but who was to be the ambassador? Mr. Merritt's readiness to do anything for the canal, they knew. To a Colonist, a *free trip* to the old country is the great object of his life. He always looks to going *home*, and a policy that will culminate of being commissioned there, is considered worthy of a life's energy.

But it was hardly expected that Mr. Merritt would undertake the task. From the expressions of surprise, after his success, by the President: "Individually, I must thank you for the success of your mission, which *is more than I expected.*" Had not every envoy failed, already; and had they not

agents in England of great wealth and almost unbounded influence with the Home Government in Canadian affairs, while Mr. Meritt, with all his zeal for the canal, was without influence to raise the necessary funds.

We will not say what influence this natural feeling may have had for our subject, on this his first voyage. In the absence of any testimony to the contrary, we must call it a "self appointment."

We know he refused a lucrative commission at another time, and always avoided trips for pleasure.

Under these circumstances, Mr. Merritt again visited the United States, going by way of Kingston and Sackett's harbour to Philadelphia, where, consulting S. Girard, he returned to New York. While there, he stayed with Mr. Yates, and induced that gentleman to become security for $40,000 —sufficient to carry on the work for a time. Not being able to accomplish the full object of his mission in New York, and after waiting until the last moment, he finally decided to go personally to England—and his journey thence, with his observations, successes, &c., will be found in his journal and correspondence, which is here copied.

"Left home on Tuesday, the 26th day of February, 1828, in a sleigh—the snow having fallen the day before. Paid Mr. Stevenson $2, instead of $1.50, the regular fare to Stoney Creek. From thence, went in another sleigh over the beach to Hopkins; thence, same night, to Corey's. My side extremely painful at times; sudden thumps of the sleigh, almost insupportable."

"27th.—Into York at 10 o'clock. It having rained hard during the night, most of the snow disappeared. Called on Attorney-General, Major Hill, Dunn & Bolton. Met in the evening at Mr. Drew's. No business transacted, or preparations made."

"28th, Thursday.—Quite unwell yesterday and to-day, from effects of my upset. Procured from Major Hill a letter to Commodore Barrie. Made other preparations to leave in the morning; and have the necessary papers, (not now prepared,) sent on by Mr. Proudfoot. He leaves for England on Monday, which gives me a few days longer in America, to make an attempt to either get the money by loan, or dispose of the stock."

"29th, Friday.—Left York at 2 o'clock, with J. Jones, P. McGill, and J. George. Went 40 miles: the sleighing passable, snow having fallen the day previous."

"1st March, Saturday.—Travelled to Moyer's Creek,—about 80 miles. My side improving daily."

"Sunday, 2nd March.—Went to Bath, 40 miles, to breakfast. Arrived in Kingston about one or two o'clock."

"Monday, 3rd.—Called early on Commodore Barry; made every arrangement with him. Saw Captain Bonnycastle and Lieutenant-Colonel Smith, Royal Engineers. Left Kingston at half-past three. Crossed to Navy or Grand Island with a sleigh and horses. More snow yesterday. This island is seven miles long. From thence, crossed to Gravelly Point in a boat. Sometimes boat drawn on ice, and sometimes in water; being neither one thing or the other. Crossing, hired Major-General Benedict,

who was in the town selling sheep, to carry me out to Brownsville for $2. He was a thorough Universalist, and Jackson man. Luckily arrived a few minutes before the stage, which came from Sackett's harbour.

"Sunday, 4th—Got in, and reached Utica.

"Monday, 5th.—Arrived at Albany: stopped at the hotel opposite Skinner's.

"Tuesday, 6th.—Called on Messrs. Young, Seymour, Bank, Willkson, &c., &c. Took passage on board steamboat at four o'clock—very much crowded. A poor unfortunate gentleman died on board; the passengers playing cards, all unconcerned, (as most of us generally are in this world at the misfortunes of others.)

"7th.—Arrived at New York at eight. Stopped at the Franklin Hotel on Broadway. Breakfasted, and then went with Mr. Yates to his residence, 112 Greenwich Street. Mr. Mills, the engineer, whom I met often before, came from Utica with me. The pain in side improving daily.

"8th.—Left New York in the Union Line, for Philadelphia, at half-past ten, for the purpose of interesting Mr. Gerard in our project if possible. Steamboat to Brunswick—a delightful excursion. Stages through New Jersey to Trenton, 28 miles, where we slept.

"Sunday, 9th March.—After a good night's rest, embarked on board the Trenton steamboat for Philadelphia, where we arrived at eleven o'clock, after another pleasant sail on the Delaware, which divides the two states. Examined the water-works on the Schuylkill, which are the most perfect of the kind in America. Am prepossessed rather against than in favour of the place, which falls far short of my anticipations.

"Monday, 10th.—Called on J. B. Robinson, Esq., the British Consul, and wrote a letter to Mr. Gerard, explaining the object, to which he puts his veto at once; in consequence of which we returned to New York. Embarked at twelve o'clock in steamboat, and arrived in New York at eleven, the following morning.

"Tuesday, 11th—Made my first application to Prim & Co., who rejected it at once—"would have nothing to do with it."

"Wednesday, 12th.—Called a meeting of stockholders, who were pleased with the situation of the work. Messrs. Yates and McIntyre came forward and not only agreed to pay up the remaing shares, but advance $40,000 more, to be replaced in England by letter to Mr. Merritt.

"Thursday, 13th.—Called on Jacob Astor, a German, who thinks well of it.

"Friday, 14th.—Made a number of attempts in various quarters, but with very little success.

"Saturday, 15th.—Having made application to a noted Frenchman, German and Quaker—closed with a Jew, agent of Rothchild, to whom I addressed the following letter:

Messrs. Phillips & Co.

GENTLEMEN:—

"You will notice by looking over the map of the United States and Canada, that the Welland Canal, the plans and profiles of which were shewn you this day, unites Lakes Erie and Ontario, by ship navigation, thereby connecting the greatest extent of navigable waters in the world, in the shortest distance, and with the least expense. I am prepared to prove, and any person in the city knowing the geography of that country, will inform

you of the same, that the Ohio Canal, which connects that river with Erie, will bring all the products of the country, above St. Louis, to Lake Erie; which Lake will also receive the products of Michigan, that part of Pensylvania and New York bordering, and the western part of Canada. Further, when the products of that western country are afloat on Lake Erie, they will pass through the Welland Canal if destined either for this or the Montreal market. As you suggested, I will call on Messrs. Rowland & Co. in London; and I will thank you to forward there whatever information you may think fit on the subject. There has been expended on this work $700,000. There remains only $100,000 to be taken up—but you have not time to decide on this before the packet sails. "W. H. M."

"Sunday, 16th March.—Left New York. Sunday is a day mariners appear to select for putting to sea. It happened however to fall, in our case, on the regular day for sailing. The *Florida*, Capt. Tincolm, is the good ship in which I am at present. There are four lady passengers—Mrs. and Miss Ruse, Miss Meyers, and the captain's wife. Nine gentlemen—Mr. Proudfoot, and Mr. Cameron, from Canada; Mr. Walker, from Sarnia; Reese, of Liverpool; Mr. Cluin, of Nashville; Mr. Ireland, and three others for England. We had a fair wind on leaving the harbour, about eleven o'clock. Discharged the pilot off Sandy Hook, at one; and in the evening was out of sight of land. Passed a great number of ships at anchor, just arrived, and some still under way and beating up. About four, observed a ship 'heaving to,' for purpose of speaking us: bore down. She wanted to enquire what 'land-a-head.' Proved to be a ship from the Sandwich Islands, Pacific Ocean. One cannot but sympathize in the good feelings and joy a sailor must experience in sight of land, after a voyage of two or three years from his native land. She was bound for Nantucket, laden with oil—where she must have arrived the next day, as the wind shifted to the eastward.

"On Monday and Tuesday, 17th and 18th, a heavy blow from N. E. All the passengers except three quite sick.

"On Wednesday and Thursday, 19th and 20th, wind dead ahead.

"Friday, 21st, 3 P.M.—We had come into Lat. 37. 4 : 5.—Crossing the Gulf Stream at 6 : 7.—Put about, and found ourselves in the middle of it, by an observation on Thursday afternoon.

"Saturday, 22nd.—About 450 miles from New York. Last night the wind shifted at three o'clock: in the morning, blew hard, and rained. Wind, N. by E.—our course, E. S. E. A heavy head sea. Ship going at 8½ knots. The sea appears delightful, although we are tossing at a great rate. Many sick. Myself not well.

"Sunday, 23rd March.—The wind continues favourable. Still a heavy sea; but on the whole, pleasant.

"Monday, 24th.—The wind hauled around somewhat unfavourably last night. Rain again this morning. Studding sails displayed, as yesterday.

"Tuesday, 25th.—Commenced overhauling papers. Calm last night, and this day. Yesterday, was in Lat. 40.21. Long. 49.25. Dull sailing, although pleasant weather.

"Wednesday, 26th.—Had a light breeze from the southward. Increased, and hauled around to the west. The sea smooth, and the weather fine. Ship going at the rate of nine knots. All in good health and spirits.

"Thursday, 27th.—The wind continues fair. Have made rapid progress for the last 24 hours. We commenced playing whist last night: this with

reading or writing, forms the only amusement, or means of occupying time. Lat. 39, long. 43.—which brings us on the European map, or eastern half of the Atlantic.

Before closing the map of America, he casts a retrospective glance over its expansive territory, spying out its facilities for water communication to the seaboard, and thence to the old world.

Memorandum— The distances and prices of freight from the commencement of the Ohio Canal at Sciota in Ohio, by the Mississippi to New York, 3,800 miles, $19 per ton, in 27 days. To Lake Erie, 940 miles, for $19½ in 18 days.

Thus it will be seen that the exports can be made with a similar expense in two-thirds of the time. The merchandise for the supply of this southern country was brought, before any canal was built, by land from Philadelphia.

There is a prospect, that as far down as Cairo, and up the tributaries, the Ohio included, up the Alleghany Mountains, must be supplied by the lakes of the west of course.

I received much valuable information of the southern country from my fellow-passengers. One of the advantages of the northern route, is the salubrity of the climate. When the St. Lawrence canal is finished this advantage, as well as cheapness of freight, will be in favour of that route.

"Friday, 28th.—As we are about approaching England, the geography of which I understand very imperfectly, I have commenced this day in examining the map, and the principal situation of towns in Great Britain. The first land we are likely to approach is Ireland, which is situated on the left of the Channel. Cape Clear appears the point generally noticed. Our course is up St. George's Channel, passing Cork, Wexford, &c. This last place, with Millford Haven, opposite, on the south side of the sea which divides or separates Ireland from England.

"Did not sleep one hour last night, or the night before. Was quite unwell yesterday, but feel much better to-day. The pain in my side is lessening very much. After dinner we were called on deck to see two "*waterspouts*," to the north. It was blowing fresh, and occasionally squally. There was nothing remarkable in their appearance more than the appearance of a thick dense mist rising from the ocean to a cloud, and moving along in a body in the direction of the wind, from west to east. The mate pronounced it a "*waterspout*," and said that he saw one in the Pacific Ocean which took up empty barrels to a great height. However, this proved nothing more or less than a passing cloud of mist, as we frequently see on land.

"Saturday, 29th.—We passed a barque this day, standing to the eastward —the weather very rough, and perhaps we were 80 or 100 yards apart: the sight is cheering and pleasant; although there would be no possibility of boarding each other. All cheerful and pleasant. The wind fair. Going at the rate of nine or ten knots an hour. Remembered Saturday night at sea."

"Sunday, 30th.—This is the 14th day, or one fortnight since we left New York. We have been most highly favoured with fair winds and fine weather, for which we should be grateful to the Almighty. The weather mild, but wet. Wind still fair. Lat. 47, Long. 26.

"Tuesday, April 1st.—Passed the ship "*Robin-Hood*," of Boston. Six days out from Liverpool, bound for New York. Report the "*Florida*" all well. By this, tidings will reach home, I trust, of our safety thus far.

"Wednesday, 2nd April.—No observation yesterday. The wind lulled calm. Came on from the eastward with a gentle breeze and some rain. All the passengers in great glee, expecting a favourable and short voyage. This somewhat dampens their spirits. We have reason to be satisfied for the long continuance of favourable weather and fair wind this year, and should not expect at this season its continuance throughout the voyage. No observation yesterday or to-day. The east winds same—cold and unpleasant.

"Thursday, 3 April.—The wind still continues from the eastward very light, and no appearances of a change. We are driven far to the northward of our course, heading towards Norway about 250 or 300 miles from the western coast of Ireland.

"'Zimmermans's Lovers,' and 'Carter's Travels,' form a part of our library, and 'B. Hale's Travels.'

"Friday, 4th—This day obtained an observation: find ourselves in Lat. 52. 30. Long. 15, and some minutes directly opposite the town of Limerick, on the Shannon. Quite calm. Still have made no direct progress for the last three days.

"April 5th.—Clear. 180 miles from Cape Clear. Wind fair.

"Sunday, 6th.—Called up at 5, to see Cape Clear lighthouse, when within 15 miles, passing at a safe distance the furthest rock on the reef of the Cape. We bore towards land. This part of the coast is mountainous. Made Kinsale head, near where the *Albion* was wrecked. We came close enough to see the green fields, which were enclosed with stone fences. The Emerald isle, at this part of the coast, does not present the vivid grandeur which I expected. It was with no little feeling of pleasure my eyes gazed on the land of my ancestors: and the country to me presented a similar appearance to that of the East river, which was the home of my ancestors in America."

He closes Sunday with pious reflections and grateful expressions towards the Almighty, that He has thus rendered the voyage so safe and pleasant.

The passage was not yet over, but the many dangers of the Irish Sea was yet to be encountered, more than now for the lack of steam. But great precautions were taken during the voyage.

His observations in the city of Liverpool may be passed, as the improvements there have made it another place since then. But the journey up to London we will learn from a letter to Dr. J. Prendergast:

To Doctor Jedediah Prendergast.

LONDON, 4th May, 1828.

My Dear Sir:

I have taken a few moments this morning to give you a detail of this, to me, wonderful country.

I was prepared to meet great splendours and extreme misery. I have found everything so different from what I expected. From Liverpool to London, 208 miles, I rode on the outside of a coach—passed a number of manufacturing towns—examined every place as far as my eye would reach;

saw nothing but peace, plenty good humour, and not an individual who had not good clothing and shoes. Met very few travellers, except in coaches. The whole country, with some exceptions, belongs to noblemen, and extensive proprietors. There is not one yard of earth not cultivated, to all appearance, as well as our gardens; even round the salt works, which we passed. The people are industrious to a degree, and taking all things into consideration, perhaps for this country no better system can be adopted for the division of property—although it would never answer for America. I was ten days in London before I met a drunken person. There is less of this vice in the population of 1,500,000 people in this city than in one of our intelligent villages. I was prepared to meet reserve in the extreme, and even insolence, and was advised not to appear as a stranger. I have found every disposition to be communicative and inquisitive, in some cases exceding any Jonathan I ever met with; and when I mentioned being a stranger, which I always gave as my apology for inquisitiveness, I was treated with double attention. The capacity of a man, here, is confined to his particular business or duty, wholly unlike our population. You can obtain no information on any local subject with which they are not engaged. I have scarcely heard an oath in the whole country. Cleanliness and neatness in every cottage is remarkably conspicuous. Noticed but one window not cleaned, &c. My opinion of the British Government is, that the Ministry manage all the home concerns, their colonies, and pay attention to foreign relations. To preserve what they have is quite sufficient, and is the subject of their most anxious attention. Everything is divided into departments. The colonial office has our business, with that of other colonies. The members of Parliament appear to be the greatest fags. They have the most arduous labours to perform. It is they who govern the kingdom. There is an investigation going on in Parliament respecting the Government of Canada. I believe their unexampled success is owing to a fixed rule, to adopt a measure, and decide upon it from principle alone. The public offices are open from one utill five, daily. Pleasure is indispensible with them—good living is the greatest enjoyment. Dinner lasts from twelve untill two, &c."

"4th.—Sent Dr. Prendergast a letter.

5th.—Called upon Chancellor, who appointed Tuesday. Returned and wrote letters to the officials, separately.

6th.—No interview.

7th.—Ditto.

8th.—Ditto.

9th.—Called daily, and am put off on some pretence or other, either real or imaginary, all the same to me. Wrote home of my success thus far, by Cameron, who was returning home by next packet.

11th, Sunday.—Attended Sidmouth Chapel and Magdalene Asylum.

12th.—Called upon Chancellor. Put off till next day.

13th.—Went back, and wrote Mr. Goulborne, Huskinson, and Hay, stating the necessities of the Company; and on account of Mr Cameron's departure, urging an immediate decision. At half-past five this afternoon, I received a letter from Mr. Goulborne.

14th.—Which I sent immediately to Mr. Cameron, along with letters to Mr. Dunn and Yates, who fortunately received them before the sailing of the packet.

15th.—Drew out a statement of the progress of the canal, and after a number of attempts succeeded in getting it inserted in the *Times*."

In reference to this entry, we think the circumstances connected therewith worth relating, as our subject used to tell repeatedly a rather laughable anecdote on the same.

It seems that Mr. Merritt always had a great opinion of the power of the press,—but particularly so when in England, where the *Times*, then as now, was the leading organ of public opinion. He repeatedly sought an interview with the editor, for the purpose of explaining his scheme, but was always put off with the excuse of "*being too busy just now.*" At last he determined to bring the matter to a crisis—and when the usual answer was given, our subject replied by stating that he could describe the whole affair in *five minutes.* The editor immediately pulled out his watch, saying, "Now, as you are a man of business, I will give you that time." Mr. M. at once drew his map from his pocket, and spreading it before the editor, in a short and concise manner exclaimed:

"Here is Lake Erie—here is the Falls of Niagara—this is Lake Ontario —and this, the St. Lawrence, and the Atlantic: and here is the route of the great Welland Canal."

Immediately closing the map, and ending the interview. The astonishment of the editor may be better imagined than described. Yet, in the next issue of the paper the article appeared, and had a marked effect upon the success of his scheme, as evinced by a number of congratulatory letters afterwards received.

17th.—Visited Mr. Bliss, a legal and literary gentleman, of the Inner Temple, who took stock, and helped by correcting and assisting in the publications for the English public.

18th.—At Church at Holborn, with Mr. Sabine and aimable family.

19th to 21st.—Spent in printing and correcting the statement.

22nd.—Went to the Epsom races: was pleased with all but the gambling.

23rd, 24th, 25th.—Writing letters.

26th.—Visited his friends Major Glegg and Gen. Vincent.

The remainder of this month was spent in calling on the notabilities of London, both in and out of Parliament, and distributing his pamphlets, explaining his scheme, &c.—when an unexpected occurence happened, which was likely to impede his negotiations with the Government—namely, a change of ministry, which occured on the 28th of May.

June 8th.—Wrote to Mr. McQueen, editor of the *Glasgow Courier.* I had no satisfaction at calling at the Colonial Office.

9th.—Called on Mr. Grant, who promised assistance.

14th.—Wrote to the President of the Canal Co. Made an excursion to St. Albans, to an agricultural show. The fields crowded with labourers, women, and children, busy making hay. A beautiful red lilly in the fields took my attention. St. Albans is a place of great antiquity. The abbey is one of the largest in England. The borough sends two members to Parliament. Lord Verulam has an estate close by. Returned in a Leeds

coach. This is the third time I have passed from St. Albans to London, each time by a new road.

June 16th.—Returned, expecting the Welland Canal business to be brought before the house. Paid half-a-crown for a seat in the gallery There are six or eight reporters here, busily engaged in taking notes.

18th.—Called on the Chancellors. Still in suspense.

19th.—Went into the city. Saw a representation of the battle of Waterloo, of which this is the anniversary.

21st.—To Mill Hill.

23rd.—Returned to London. Wrote to the Chancellor after seeing the Attorney-General's letter.

24th.—Was summoned before the Canada Committee. [Mr. Merrit's evidence throws so much light on the commercial and political interests of the province at the time, though at the expense of a somewhat lengthy digression, that we insert it in full.]

Extract from Report of Select Committee on the Civil Government of Canada.

Are you a native of Upper Canada?—I am.

ryou a proprietor in that Province?—Yes.

To what causes do you attribute the difference in the value of land in Upper Canada and in the State of New York?—The principal cause is in the present boundary line or division of the country, which excludes us from the advantages we should derive by participating in the commercial wealth of the country, and enabling us to improve its internal communications. Lands in Upper Canada are not one-fourth of the value they are in the State of New York, and real property not one-tenth.

To what particular districts of country do you allude?—I allude to the whole extent of both provinces, with the exception of 150 miles on the St. Lawrence in Upper Canada, between the boundary line and Kingston; in this distance we possess equal advantages in our internal communications, and property is equally valuable on either side, according to its local situation.

Will you point out some particular part of Upper Canada to which your observations apply?—From Kingston upward; particularly on Lake Erie, or above the Niagara River.

In what way does the want of a sea-port town affect the value of land in Upper Canada?—By excluding us from any participation in its wealth. The capital of all countries centres in its cities; for instance, the wealth of the State of New York centres in the city of New York, and the wealth of Upper Canada centres in Montreal: they bring a portion of that wealth back from New York to improve the country, by building mills, making roads, canals, &c., &c., in consequence of which, together with the cheapness, facility, and regularity in their communications, they can employ capital once a month during the navigable part of the year, in converting grain into flour, and sending it to market. Wheat always brings a better price with them, although the market may be better with us at Montreal than with them at New York: this has a tendency to make property more valuable, and to change hands readily; whereas, with us there is not a single instance of a Montreal or Lower Canada merchant ever expending a farthing in Upper Canada. It is true that they possess large tracts of land in that Province, which they have been under the necessity of taking in payments of bad debts, but never lay out 1s. in improving them for

the general advantage of the country. We have not five flouring mills which can be considered mercantile within sixty miles of the Niagara frontier, while the States people have upwards of fifty; the consequence is, while wheat always commands cash with them, it can only be bartered with us, and instead of once a month, we cannot employ capital in purchasing grain to make a remittance oftener than once a year. Property is merely nominal, it cannot be turned into money. *We think by possessing a sea-port, we would improve the interior: make it an object for individuals to invest money, create business, produce an entire change, and place ourselves in full as good a situation as our neighbours.*

If a merchant in Montreal had capital to dispose of, and had an opportunity of employing it advantageously in Upper Canada, would he be prevented from doing so by the circumstance of the territory lying under a different jurisdiction?—No; but we know Upper Canada is not now in a situation to have capital advantageously employed, and we think it never will as long as that unnatural territorial line exists. Almost every British merchant, for years past, has been dissatisfied with the country; and a great portion of the capital accumulated in Montreal has been sent either to this country or the United States. We hope to place it in a situation to induce the inhabitants to look forward with a view of making Canada their permanent residence, and produce a favourable change even in this feeling.

Is it solely with the view to the probable return of capital into the country that is amassed at Montreal that you recommend this measure, or is it with a view to any commercial object?—It is with a view to the *general interests of the country in every respect, the accession of both capital and credit*, that port would give us, would enable us at once to *set about the improvement of the St. Lawrence, by following the example of the State of New York. Within three years we would make a sea-coast of all those upper lakes*, and possess nearly the same natural advantages over the U. S. people, in our access to the ocean, we did before the completion of their canal, relieve ourselves from paying a tax of £4. 10s. sterling per ton on all our imports, £1. 4s. on our exports: save the country from £100,000 to £200,000 per annum; materially promote the agricultural and commercial interest of that country, as well as the mercantile, manufacturing and shipping interest of this, and enhance the value of all property fully equal to what it now is in the state of New York.

Then your complaint is that the Assembly of Lower Canada does not improve Montreal as you would improve it?—Our complaint is not with respect to the city of Montreal, but the whole country; the improving of one part will benefit the remainder; they have only one general interest.

Is your complaint, then, that the Assembly of Lower Canada does not meet you in improving the navigation of the St. Lawrence between Montreal and your limits?—When we see a neighbouring state, without the aid of any revenue from foreign commerce, or duties on imports of any description for its own use, connect Lake Erie with the Hudson, from Buffalo, Lake Ontario from Oswego, and Lake Champlain from White Hall, by canals; to construct which they had to ascend high summits and surmount the most formidable obstacles; while the natural outlets of all those lakes are in the St. Lawrence, and could have been connected with the ocean in Canada by a steam-boat or ship canal, for one-fourth of the money it required to construct their boat-canals, we have reason to think there has been at least a very great want of attention to the subject. At the same time I have much satisfaction in stating that the Legislature of Lower Canada contributed to the connection

of Lakes Erie and Ontario by taking stock to the amount of 25,000l. in the Welland Canal Company, and manifested at the time the best disposition to promote any useful improvement, and many individual members since then have expressed their readiness to assist in the improvement of the St. Lawrence, although it is not reasonable to suppose on general principles the people of Lower Canada can feel the same interest in improving the country above them as those who have to pay, for every barrel of flour they send to Montreal, *one-third* of its value for freight, and on our heavy and most useful articles from Montreal, *one-half* the amount of its cost. I will mention a case in point to prove this. Every member from the city of New York opposed the appropriation of money for the construction of the Erie canal; it was carried by the influence and number of the western members, who felt the same interest in the undertaking we do in this; and although it has proved equally beneficial to the city, they would not have had a canal to this day if the state had been divided or separated as we are in Upper and Lower Canada above Montreal.

How can a line which only separates two jurisdictions prove such an insurmountable barrier to the wealth of Upper Canada?—The reason is simply this: Upper Canada cannot participate in the commercial wealth and advantages of a sea-port. It is the same as it would be in the state of New York if there was a line drawn across the state above Albany, and it was laid out into two separate states; the upper could not participate in the wealth of New York, and would remain poor. The main cause of the prosperity of that state is in having capital returned from the city, and the Legislature possessing power to command the credit and capital of the whole for the mutual benefit. So satisfied are they that their boundaries could not be bettered, that with all their propensity to change and to try experiments, no man ever dreams of cutting the state into two parts; they change the constitution; cut up into counties, and create as many new offices as they can, but the natural boundaries of the state remain untouched, although their population is about 2,000,000. Every state in the union, where an angle can by possibility be run to the ocean, possesses a sea-port; and it so happens that the money to effect the internal improvements in those states is always provided in those very cities from internal resources. When we see two countries lying side by side, as the western part of the state of New York and Upper Canada, possessing equal advantages in soil and climate, and find the one increase in the most astonishing manner while the other, comparatively speaking, remains stationary, our attention is naturally drawn to discover the true cause. The whole country, within near 300 miles of the Niagara river, 46 years since was a perfect wilderness. Our side of the Niagara frontier settled and improved full as fast as theirs until the late war, since which their rapid increase has taken place. They borrowed 9,000,000 of dollars on the credit of their state, constructed their canal, added 100,000,000 of dollars to the state by the increase in the value of property. The tolls now pay the interest of the money, and will redeem the principal in a few years. It is impossible to conceive the effect opening those communications produces in a new country unless they are witnessed. This is the true cause of their prosperity, which they could not have effected without the aid of the city of New York; and I maintain we only want the city of Montreal to enable us to produce similar results on a much greater and more beneficial scale.

Do you contemplate as necessary for the attainment of that object the union of the two provinces, or do you think that your object would be sufficient-

ly attained, if the division of Upper Canada were to extend as low as Montreal? —I think that would be sufficient without a union.

Do you conceive that such a division would answer all the purposes of commercial intercourse, and would be more advantageous than an incorporation of the two provinces into one?—I think that ultimately a union would be more advantageous, but we would avoid all the difficulties that the people of Upper Canada anticipate if a union was to take place: they think they would be under the influence of a majority in Lower Canada.

Would it be possible to make such a geographical division of the provinces by running a line down the river Ottawa, and then passing south and west of Montreal, so as to include in the upper province none of the seigneuries of the lower province?—No; it would not: there are four or five small seigneuries between Montreal and the present boundary line.

Supposing a similar line were run from La Prairie, on the other side, to the river Richelieu; are there any seigneuries south and west of such a line?—Yes, there are four or five.

Is not a great proportion of the English population in Lower Canada included in the town and seigniory or island of Montreal?—Yes.

Do you conceive that a majority of the property and wealth of the town of Montreal is in the hands of the English or of the French Canadians?—The numbers are in favor of the French, but I should think the commercial property is in favor of the English.

Were not the whole of the seigneurial rights of Montreal in the hands of the seminary?—Yes, I understand they were, but the Government had a claim to them.

Are you aware that the Government have come to an agreement by which they have in their power those original seigneurial rights, with the intention of making a mutation of the tenure?—No, I was not aware that they had.

Would the commercial object of the Upper Province be answered by annexing Montreal to it?—Yes.

In what way can goods be carried to Montreal?—Any vessel of 400 tons can go direct from this to Montreal; and, as I before mentioned, although the distance is 3,200 miles, the freight is only £1 2s. 6d. per ton; whereas the next 400 miles it is £6 12s. 9d.

Do you think, if you had the town of Montreal as a port of entry, you would be able to control your own imports and levy your own duties?—Yes, without any difficulty.

Without interfering in any manner with the province of Lower Canada?—Yes; the inhabitants of each country should be allowed to purchase freely in the other.

Supposing a vessel bound for Upper Canada were to pass through the St. Lawrence, and no duties were to be collected on her at Quebec, would it not be possible for her, in her passage up the St. Lawrence, to smuggle those goods into Lower Canada for consumption there?—They could not smuggle into Lower Canada between Quebec and Montreal with any greater facility than they can now smuggle between Quebec and Anticosti. There is no smuggling now, that I am aware of; and it would be much against the interest of this country, as well as Canada, to put on such high duties as would tempt smuggling. We are not, and should not be put on a footing, or considered, as two foreign nations with separate interests. A manifesto, or clearance, is put on

board the vessel in this country; they would enter at Quebec or at Montreal, as they pleased.

Do you object to the arrangement that has been made with regard to the division of the duties between the upper and lower province?—No: I do not think the division of duties important: it is of very little consequence to the general prosperity of the country, whether a few pounds, more or less, are paid either to Lower or Upper Canada; their general interest is, or rather should be, the same. I am warranted in my opinion respecting the effect of duties, by witnessing their proceedings in the State of New York, from which I draw my references. She derives no particular advantage from the revenue of her imports; they are exclusively under the control of the general government; still, she is enabled to appropriate large sums annually for education; pays her civil list, and accomplishes the most extensive internal improvements, without any aid from the general government; while we, with a revenue of £900,000 per annum, cannot pay even our civil list. The principal object and the greatest advantage the provinces will derive by the accession of Montreal to Upper Canada, is, that by placing the internal wealth of the country at her own disposal, she will be enabled to appropriate a portion of that wealth in the improvement of the interior, and make the country rich enough to defray its own internal expenses, and not depend wholly on taxing British commerce for every local purpose.

Do you apprehend that there would be any serious objection, on the part of the French Canadians of Montreal, to be transferred to the upper province?—I cannot say. My own opinion is, if they had an opportunity to compare their present situation, with the advantages they must derive by the change, they would not; and I know that every man in Upper Canada would be in favour of it.

Do you think it would be just to introduce among that population a new law, with all its incidents?—I do not see the necessity for altering the law as it at present stands. The French law, I have no doubt, would be gradually altered, as changes might seem advantageous. If the accession takes place, they would rapidly become English, if we can judge from the result at New Orleans: and as this state of things, from our local situation must take place, I think it just and politic to bring it about as soon as possible, that we may be one people.

It has been stated by some of the witnesses before this Committee, that it would be easy in practice to establish such a system of custom-house regulations, at the present point of division between the two provinces, as to enable the inhabitants of Upper Canada to impose what taxes they please upon goods coming into that province, and to levy them without any danger of smuggling from the lower province, in case of any variation of duty between the two provinces; is it your opinion that that would be a practicable arrangement?—No: I think it quite impracticable.

Will you state why you think so?—There are many reasons. If a temptation was offered for smuggling, it could not be resisted: for instance, in the winter the country is covered with snow, and they could go into Upper Canada whenever they pleased: they might enter in various ways, by boats, sleighs, waggons, &c., as they formerly smuggled between the United States and Canada.

What is the extent of the frontier, between Upper and Lower Canada, throughout which smuggling might be carried on?—Many miles, from St.

Regis, opposite Cornwall, near the whole length of Lake St. Francis, thence along the boundary to the river Ottawa, and so on all the line of that river.

Supposing Montreal was the port of entry in the upper province, what would prevent smuggling from the upper province into the lower province? —There would be no necessity for that. The inhabitants of Lower Canada might go and buy from the port of Montreal, and the inhabitants of Upper Canada might go and buy from the port of Quebec, the same as they do now. They pay no duty on crossing the line between Montreal and Upper Canada.

Supposing an inequality of duty in the two provinces, and that no article were to pay a less duty in Upper Canada than it paid in Lower Canada, what would there be to prevent that article from being smuggled into Lower Canada in consequence of that inferiority of duty?—If either province were impolitic enough to put a higher duty on any one article than was paid in the other provinces, the consequence would be that everybody would go and buy in the place where it was the lowest; but, as I have before mentioned, there should be no second duty after goods are once landed, either at the port of Quebec or Montreal.

Supposing that Lower Canada imposed a duty on rum, and that the Upper Province imposed no duty upon rum, would it not be the interest of the inhabitants of the Lower Province to buy their rum in Montreal, and to bring it into consumption in the Lower Province?—It would.

Do you suppose it possible that there should be different scales of duties in the two Canadas under any circumstances?—I do not. The duties at present are regulated by the Trade Acts; and if a much higher duty on any one article were imposed, it would prove injurious to ourselves as well as to the grower or manufacturer. For instance, rum, coffee, sugar, to our West India colonies, who receive our flour in exchange, and on goods to the manufacturer here. The cheaper these can be introduced into Canada, the more will be disposed of, and we will obtain a much greater revenue from lower duties than from high ones. If Lower and Upper Canada were two distinct countries, with separate interests, like the United States and Canada, some restrictive measures, in crossing the boundary line, would be necessary; as they are, it is not.

You are aware that by the schedule of the Trade Act in 1824 and 1825 various duties were imposed upon articles which might be imported from the United States into the two Canadas: do you conceive that in Upper Canada the payment of those duties is avoided in consequence of the difficulty of preventing smuggling?—Not in general; there may be some articles smuggled in consequence of the duties upon them being too high, but in general they are not.

Mention the articles upon which you conceive smuggling to take place. —I cannot mention any particular articles.

Are you of opinion that, in consequence of the nature of the frontier between the United States and Upper Canada, it never would be practicable to enforce the payment of duties upon articles which can be afforded cheaper from the United States to Upper Canada than from England, including the expense of freight?—No, I think not; if you place a higher duty upon articles from the United States than will pay the expense of risk, they will smuggle them in, and it will be impossible to prevent it. For instance, the

whole of Upper Canada was supplied with tea from the United States before the India Company sent their ships to Quebec direct, although the article was prohibited altogether. Now the tables are turned, the U. S. people will be supplied through Canada with British manufactures, because we take less duty than they do; they will smuggle one hundred to one more than we do. The British manufactures will be sent in by the St. Lawrence, and if we improve the facilities they will be carried to the remotest part of Upper Canada, and they will be smuggled in great quantities into the United States along that line.

What is the law that prevails with respect to personal property in Upper Canada?—The same as here.

Does it differ in any way from the administration of the law, as to personal property in Lower Canada?—I am not acquainted with the administration of the law in Lower Canada.

Is there, or is there not, any difference with respect to the law of personal property in Upper Canada and in Lower Canada?—I cannot say.

Can you inform the Committee how far the English law of descent prevails in Upper Canada? has it been modified by local statute?—It has not; a bill was passed in the Lower House, but not in the Upper.

Can you inform the Committee of the modification which that bill proposed?—It was making a certain distribution of the property when a person died intestate, but I do not know exactly what the division was.

With respect to the law of mortgage in that colony, can you state precisely how that law stands?—A mortgage is given as a security upon property; any person can foreclose it and sell it.

Is money, in point of fact, lent upon the security of mortgage?—It is.

Is there a general system of registration?—Yes, the registration is very simple: each county has a registry office; if a person wants to buy property he goes and pays 1s. 6d. and he finds immediately whether it is incumbered or not; for if the person had incumbered it and not registered it, the person who bought it and registered it would hold it.

Then all mortgages must be registered in order to be effectual?—Yes, everything affecting the conveyance of land.

Is that system found to work well?—It is universally approved of; there is not a person in the country that does not feel the advantage of it.

Do you know in what form marriage settlements are drawn?—There are no marriage settlements there that I know of; it is very seldom that any thing of the kind is entered into.

Is there any system of entail of property?—No.

How do they provide for widows?—They get one-third at the death of the husband; they are entitled to dower according to the English law.

Do they get one-third both of all the original landed property of the husband, and of all after acquired land?—Of all he has at the time of his death; if he sells any property, she bars her dower on the deed.

Can you state what is the prevailing practice in willing? is it the practice to make an eldest son as it is called, or to leave the property equally distributed?—That depends altogether upon the wish of the person.

Have you known instances of both?—No; if a person does not wish to divide his property, he does not make a will, because it then goes to his eldest son.

Which is the more frequent occurrence of the two?—The general practice is to make wills.

Do you conceive that the American settlers who have settled in Upper Canada are attached to the laws of Upper Canada, or that they have a preference for the laws of the United States?—I think they are decidedly attached to the laws of Upper Canada, which are very similar to those of the United States. The inhabitants of Upper Canada are more attached to the present form of government than they are to that of the United States. They gave the most convincing proof of it by their conduct during the late war, at the commencement of which there was but one regiment of regulaa soldiers on the whole frontier between Kingston and Sandwich. The country was repeatedly invaded during the year, and to its inhabitants as then composed, is its defence during that period principally to be ascribed. Those people were admitted into Canada on the most liberal principles before the war, and the most impolitic and injurious measure the Government of this country ever adopted was in excluding them since. Many people, to my certain knowledge, sold their property in the state of New York, where they were dissatisfied with paying heavy taxes for the support of what they conceived an unjust war, with a view of settling in Upper Canada, came to the frontier, found a restriction, and proceeded on with their capital to the state of Ohio, to the unexampled increase of that state. We most materially contribute to the very great injury of Upper Canada, and the depreciation in value of property. The U. S. people are the most useful and enterprising people which can settle a new country; and their principle is to defend the country they live in, not the one of their birth, and many who had not settled in Canada one year were as faithful to it as any native.

However loyal the general chararter of the American settlers might have been, were there not some exceptions?—Yes: there were a few; but full as many amoag Europeans, in proportion to their number.

Are you a native of Upper Canada?—I am not a native of it. My father was an American loyalist, and I happened to be born in the State of New York; but I have lived since childhood in Upper Canada, and my feelings are wholly Canadian.

Do you consider it to be the prevailing wish of the Upper Canadians to remain connected with this country?—Yes: there never was a country more happily situated than Upper Canada in her connection with this country. From her soil, climate, and situation, she must be wholly agricultural: you receive her produce on more favourable terms than the produce of the U. States: we receive your manufactures on paying a moderate duty of about two and a half per cent, while they are now paying a duty from fifty to one hundred—consequently, we must obtain our supplies at a cheaper rate. Every person will not only see, but feel this advantage; to that, by securing our interest, you have the best guarantee of our attachment and connection. We are are naturally rivals to the U. S. people; we grow the same articles, seek the best markets, and endeavour to draw the products of each other through our different communications. The only thing we require, as before stated, to place Upper Canada in the most enviable situation, is unrestricted immigration, an uninterrupted communication to the ocean, and the possession of a commercial port.

Independently of the advantages they derive from the trade of this country, do you conceive it to be their wish to continue a province of this

country?—Yes: the only measure adopted by our Government, that I know of, which gave general dissatisfaction, was in placing restriction on emigration. The reason I heard assigned for this measure, immediately after the war, when it took place, was that the admission of American settlers would be a means of disseminating democratical principles, although no evil had arisen from those who came before the war; on the contrary, they proved equally zealous in its defence. If, in truth, their form of Government is better adapted for our country, it is quite impossible, from our continual intercourse with them, to prevent our imbibing those principles; and any attempt to prevent it conveys an admission that we think it the best, and does far more injury than service. That portion of the inhabitants of the United States who would settle in Canada, would give a decided preference to our Government, and would make the best subjects and settlers, upon the same principle, and for the same cause, that the great majority of English, Scotch, and Irish who settle in America become the most violent democrats in that country; for neither party would go and settle under any government without being predisposed in its favour. The only difference in the form of government in the State of New York and Upper Canada, consists in the appointment of Governor, Upper House, or Legislative Council, and Magistrates: the former, with us, is appointed by the Crown, during pleasure, the Upper House for life, (independent of both Crown and people,) Magistrates, &c., by the executive: our parish officers elected by the people. They, in New York, elect the whole, and in this only do we differ. We have the full benefit of their democracy without its attendant evils. They are continually electioneering and changing every officer in the state, from a Governor to a constable; constitution and all. In a late change in their constitution, they adopted 'universal suffrage' as it is termed, paying no regard to property. This is found on trial to create much dissatisfaction among themselves. A man in office being dependent on popular favour, (if he wishes to retain his situation,) makes it a study to please the majority, right or wrong, and cannot act independently. Many of them feel the effect of this, and we see it; and I am sensible but few, if any, in Canada, desire a change. Therefore, independent of our interests, which is the governing motive, we have good reason to be satisfied with our form of Government.

Then you think it the prevailing wish not to make the Government more democratic than it is at present?—I do.

Have you any reason to believe that persons of different religious persuasions are in the habit of conforming to the worship of the Church of England when churches are built and clergymen provided?—I do not think they are; I do not think they like the form of it generally; my reason is, that there are more of other persuasions than of the Church of England.

What persuasion do you belong to yourself?—I belong to the Church of England.

Do you happen to know how many members of the Assembly in Upper Canada are members of the church of England?—I do not.

Are the churches fully attended, as far as you know?—In some places they are; it depends altogether upon the situation of them.

Are you acquainted with the Act by the name of the Sedition Act?—Yes.

Do you know the history of that Act?—It was an Act passed a long time ago, during the troubles in Ireland, in order to prevent Irishmen who

might be conceived to entertain dangerous principles from coming into the country; the only instance I know of its ever being acted upon was in the case of Mr. Gourlay.

What are the powers that it gives?—It gives power to a commissioner of the Court of King's Bench to order a person out of the country; if I go and take an oath that I believe that such a person has not taken the oath of allegiance within a certain time, and that he is a dangerous man, the commissioner orders the person out of the country; if he does not choose to go, he is then confined.

Is there no appeal?—No. Mr. Gourlay is a case in point; he was ordered to leave the country; he would not go, and was put in gaol.

Has the House of Assembly repeatedly passed bills to do away with that Act?—It has.

Have they been constantly rejected by the Legislative Council?—They have.

It is then in existence at this moment?—It is.

Do you happen to know by what majorities in the House of Assembly those bills were carried?—They were carried almost unanimously in the House of Assembly.

Has it not been for some time past the first bill that the House of Assembly passed before it proceeded to other business?—Yes.

Do you know upon what principle the Legislative Council refused to repeal the Bill?—I have heard the Bill was rejected because they conceived no evil had arisen from the existence of the Act, and they did not conceive it necessary to repeal it. But in my opinion, it would be a good thing if it was done away with. It is a useless law, and gives needless dissatisfaction.

Do you follow any profession in Canada?—No, I do not.

Do you hold any situation under the Government?—Nothing but an honorary one. I am a Commissioner of the Peace.

Are you a holder of land in Upper Canada?—I am.

You state that a law was made for preventing Irish from coming into Upper Canada, is there any prejudice at this moment against the introduction of Irish emmigrants?—On the contrary, they conceive it very beneficial.

Is it the general opinion in Upper Canada, that their interests and their resourses would be materially advanced by the increase of their population?—Certainly, the interests and resourses of Upper Canada would be materially advanced by the increase of population.

Do you think the Legislature of Upper Canada would be prepared to concur in any measure for the introduction of population into that country?—I think they would, but it would depend upon what footing their concurrence was required, they could not contribute money just now, if their natural situation is improved in the way I have mentioned, they will be able to assist in any thing.

Do you think that if they had the means of assisting they would be disposed to assist in it?—Yes; if we are placed in the situation that the state of New York is, by possessing a port of our own, we will be enabled to contribute to any measure for the advancement of the country.

What part of Upper Canada do you reside in?—In the district of Niagara.

Do you know anything of the administration of justice there?—Yes.

Is it in a respectable state, or is it disapproved of?—It is in a respectable state.

Are they satisfied with the constitution of the Legislative Council, as it at present exists?—They are, so far as I have any knowledge. It would be better if they appointed, in the Legislative Council, men more generally distributed over the province, instead of so great proportion being resident at York, as it would add more weight to the body; and I think late appointments have been more distant. They were at an early day.

Are you at all acquainted with the disputes now going on in that Province, respecting the clergy reserves?—I am not particularly acquainted with them. I know the situation of the clergy reserves, and the way they are held.

Are they satisfied with the constitution of the clergy corporation?—Those that do not belong to the Church of England are not. The Church of Scotland went to get a share of the property, and if they were to get it, and it were only between those two churches, I think the people in general would be more dissatisfied than they are now, because all the other denominations would lay claim to it.

What is the prevailing religious belief in the Upper Province?—They are divided among a number; I think the Methodists are the prevailing opinion, and I think they have done more good than any others.

Do you mean the Wesleyan Methodists?—They are of the same faith, but belonging to a conference established in the state of New York; they came into that country when it was very new.

Do they connect themselves at all with the Church of England?—No, they are quite separate.

Are their ministers generally Americans or Englishmen?—They are divided; there are a number of Upper Canadians among them.

Is the improvement of the country materially retarded by the manner in which the clergy reserves have been laid out? Yes; their being separated and distributed through the country proves injurious to the settlement of the remainder, as they do not equally contribute to the general improvement.

Do you think it would be possible to sell any large portion of the clergy reserves in the course of a few years?—I think it would, if the country was properly improved; but in the present situation of that country it is impossible to sell land at any thing like its real value: and to this subject I am particularly desirous to draw the attention of the Committee, to shew the relative value of property in Upper Canada compared with the State of New York, and the price of land in the two countries.

27th.—Received a letter from Canada, stating that they have a greater force employed than in former years. His Majesty had, on the 13th of May, decided upon making us a loan; which circumstance was notified by Mr. Cameron. Since the change of the ministry on the 28th, the Chancellor of the Exchequer has been so much engaged, that it has not yet been brought before the house.

"July 3rd.—I am this day 35 years of age, and think I feel as I should, grateful for being preserved so long.

"Wrote a letter to the Chancellor.

"Attended a meeting at the Freemason's Tavern, to raise money for the Thames Tunnel. The Dukes of Cambridge and Wellington were present

—great enthusiasm manifested. I consider the compliments paid to the Duke of Wellington rather fulsome and ill-timed. Good feeling however prevailed, and much money subscribed.

"6th.—Visited Richmond and Twickenham. The visitors principally foreigners. Richmond is a beautiful place, famous with us for the song, "The Lass of Richmond Hill." It consists of a large park. The deer resemble our calves, well fed on milk. Kew gardens consist of very extensive Royal domains. Near by is Zion House, the residence of the Duke of Northumberland, said to have three hundred and sixty-five windows.

"July 7th.—Visited the British Museum, and was pleased with the exhibition of birds in particular.

"In the evening attended Parliament. Heard a most interesting debate (to me) on the fortification of Canada, and the Rideau Canal.

"11th.—Attended the debate on the Budget. The appropriation for the Welland Canal passed unanimously.

"12th.—Called upon the Chancellor, and left with him a blank power of attorney to be filled up.

"14th.—Called upon my old friend Ryerson, also upon Mr. Ellice. Procured a letter of credit for £10,000; and another to Yates & McIntyre for a similar amount. Wrote to President of Canal Company, also to Mr. Black, the Clerk, of these proceedings.

"15th.—Walking with Mr. Grant and Mr. Gale, when the latter was robbed of his gold watch by a pick-pocket.

"16th.—Went to witness Mr. Gurney's steam coach in operation.

"19th.—At Brompton to see a coach which was propelled by gas. If this principle is practicable, the power created will be cheaper than steam, and supersede all others.

"20th—Sunday.—Heard Mr. Irvine the celebrated Scotch Divine. His attitude and gestures not graceful. He preached from the single word "Christ." He is odd and eccentric, but possesses great talent, particularly in the interpretation of those mysteries to which he appeared to turn his attention."

After a number of business transactions, unnecessary to be recorded, we again revert to his diary.

"26th.—Visited the Museum of the East India House.

"29th.—Mr. Logan took some shares. No other house interested in Canada took any shares yet but his.

"August 2nd.—Visited the Bazaar in Oxford street, where the trunk of the large Walnut tree which I have frequently seen while growing in all its native majesty on the banks of Silver Creek, Lake Erie. It is here comparatively unnoticed, although at home it was the attraction of every traveller. Saw McPherson, just from Canada, who reports a wet season there.

"3rd.—To Westminster Abbey.

"4th.—Had a long interview with Sir George Murray.

"5th.—With Mr. Easthope, of the Canada Company's Office.

"10th.—Heard an extemporaneous sermon in Bow Street Church.

"16th.—At the Treasury and Solicitors—prepared for home.

"17th.—In the morning at St. James' Church.

" 18th.—To the Treasury at 11 o'clock. Got the agreement executed, and made every necessary arrangement for the payment of the £50,000. Called on Sir George Murray, with whom I left a letter for the Duke of Wellington, he promising to see and speak with him on my affairs. Left city at half-past 4 in the Manchester coach "Telegraph" for St. Albans. At half-past 9 took an outside seat for Birmingham in " Grey Hound."

" 19th.—Visited the manufacturing establishments, and at 2 left in the Warrington coach. Stopped at Bilston, and examined the iron works. Was surprised at the wearying service of the women, who were employed in making brick, carrying and loading coal, &c. The appearance of those works and furnaces gives a better idea of the power of Great Britain than all the fortifications, garrisons, and ships that we see. Slept a couple of hours, and jumped in the royal mail coach for Manchester. Found at Warrington that seats were all engaged. Paid two sovereigns to a German woman for her seat. The appearance of the country at night is similar to the aurora in America—pointed flashes of light, and the lurid glare of the blast furnaces which border the road, has a strange and startling effect.

" 20th—Arrived in Manchester at half-past seven. Went to bed for two or three hours, and afterwards visited the different manufactories in the city. Left for Liverpool at half-past six.

" 23rd.—Visited Duke of Bridgewater's canal, and through an extensive salt establishment. Examined the locks on the Runcorn canal, and returned to Liverpool at eleven o'clock.

" Sunday 24th—Attended divine service at an Asylum for the Blind, where the service was chanted. A very interesting scene.

25th—Visited the great pottery, and afterwards went on board a Russian ship from Archangel, 820 tons burthen. The sailors' bread is rye, of a dark colour. Also a Dutch gallot of 130 tons. The Captain was accompanied by his wife. Visited an enormous distillery, which pays an excise duty of £500 per day.

26th.—After seeing all the sights, embarked on board the packet *Napoleon*. The day was fine. Wind E. Scene exceedingly animated, as in company with a great number of vessels, we passed down the Mersey. Nearly 150 sail, all head of us. In a few minutes the superiority of our vessel was manifested, as we passed one after the other of them ; and at last we formed the centre of a semicircle, which reminded me of the position of the French and Spanish fleets at Trafalgar. Amongst our passengers were four Canadians, two Hamiltons, and Grant.

29th.—Passed Cape Clear. Weather fine.

The voyage home was accomplished without any unusual occurrence, and occupied his time by writing out a memorandum for the Legislatures of Upper and Lower Canada, in reference to the project of the St. Lawrence Canals.

Monday Sept. 24th.—Sighted land, and pilot came on board about seven miles from Sandy Hook. They arrived in New York the same evening. And our subject in his journal does not forget to record his gratitude to the Almighty, for His protection during the voyage.

In a letter, dated from Brockport 4th October, to Dr. P., he says:—

"I left N. Y. on Sunday, (two days after landing) and travelled in a stage. Near Geddesburgh, on Tuesday afternoon, we were upset, causing the breaking of my thigh bone in two places, one in the thinner part of the limb, six inches above the knee, and the second, four inches higher. The Syracuse doctor who set it, says it is in the most favourable position. I date this from a lime boat near the heading of this letter. I have written Mrs. M. We were detained two or three days this side of Palmyra, owing to a break in the canal. I am lashed up as effectually as a man in a straight jacket. This has been a damper. Still, I have a good appetite, and in good spirits. I have been visited, during my detention, by your brother John, who has given me the news. I have many things to write about, but as my right knee forms my only desk, you may judge by the scrawl, that the accomodation is not very suitable. Young Mr. George Keefer happening to hear of my accident while at Rochester, has come down, for which I feel thankful, with the other."

Yours truly,

WILLIAM HAMILTON MERRITT.

In answer to his letter, Mrs. Merritt immediately started off, and met him at Black Rock, where he arrived on Tuesday the 7th. In her letter to her mother, she says:—

"I never saw Hamilton look so well in my life."

At eight o'clock next morning, he was removed into a large boat, and they passed down the river to the mouth of the Chippewa, where they arrived at twelve o'clock, and passing up that river to within three miles of the canal, he was met by a delegation of horsemen, and a large number on foot, who brought him to his home in St. Catharines, amidst the most joyous demonstration of his many friends. The village was illuminated at night, and the continued rattle of small arms which greeted his arrival, strongly resembled some of the older days on the banks of the Niagara River.

During his absence in England, the agent, clerk, engineer, and contractor had been very active in their respective departments. The engineer, writing to Mr. Merritt on the 7th of April, says:—

"I shall not leave the line. Be assured that I feel the importance of being here more than when you were present."

Although, from the length of time our subject was absent, some impediments had occured.

Thompson & Co. commenced the deep cut on the 26th April, and have now a heavy force on. Mr. Phelps commenced on the 10th. There never was a finer time. Every part of the line is in motion. Three sections are finished. The locks are progressing. Tow-path going on. A heavy gale produced no damage to our piers at the harbour. The excavations at the Chippewa end will all be done by the 20th of this month.

With regard to the other improvements, the ditch is being made through the marsh, but other operations in that quarter are suspended. The estimates up to the 1st of April are $20,000.

From the advanced position the works had now assumed, a new feature in removing the earth by scows was gone into by the contractors on the deep cut, whereby they deposited the surplus earth along the banks of the Welland River, in order to make a tow-path, which means was found very convenient.

About this time, the Church already spoken of, had received its first regular minister, in the person of a Mr. Parkin. He came from Chambly in Lower Canada, and seems to have been well liked by the little congregation, who always kept the Church well filled.

On April the 9th, the annual election of directors is noticed, and Mr. Merritt was chosen as one during his absence, and the other members were re-elected.

Mr. Bolton left, during the season, for Newfoundland, and Col. J. Clark was the secretary and acting agent during the absence of Mr. Merritt. On the 29th of April, Commodore Northrop's vessel, the "*Welland Canal*," was launched—and on the 9th of May, the Commodore invited His Excellency, the Lieutenant Governor, and the board of directors to a grand spread on board. They sailed from St. Catharines to Port Dalhousie, much to the gratification of the multitudes who crowded the banks of the canal. The vessel left afterwards for Kingston, with 1,000 bbls. of flour, thus being the pioneer from the canal.

A menagerie and circus from the States made its appearance this year, thus shewing that the village was rapidly becoming known to the outside world.

A daily stage to Buffalo was inaugurated on the 28th May, in this year, Mr. Stephenson being one of the company in St. Catharines.

The election of members for the tenth Parliament was more than usually lively: in this district Mr. Merritt was again nominated, which shewed the good will of his friends towards him.

Among the extraordinary canal projects of this year, was one for forming a continuous canal from Buffalo to Detroit, along the lake shore. Yet, as the tendency of public opinion, we see an article in the papers of this time, 4th June, headed "Railroads *vs.* Canals," showing that the public were now growing tired of the numerous schemes of water communication, and that their thoughts were beginning to turn to other means of transportation.

Eighteen months had elapsed since the last census of the village was taken, and now they returned a population of 600—increase of 200.

By the advertisements in the paper, we see a marked change in the business enterprise; among them, one connected with the expected opening

of the canal was a forwarding scheme, by Messrs. Munson & Co. We see Dr. Chase advertises 3,000 bushels of salt, at 50 cents per bushel.

The death of De Witt Clinton, at the early age of 58, was the subject of a great deal of newspaper talk, suggestions for a public monument by the citizens of N. Y., and testimonials to his family, &c. A bill was brought in to the Legislature at Albany, to grant to his children the sum of $10,000, but was thrown out on the third reading, thereby shewing that generous gratitude to a great and good man, are as rare in Republics as in other places.

The monument to the illustrious General Brock, erected by the Canadian militia, from whom a penny subscription was raised, was this year completed. This gives evidence of the gratitude and appreciation of the Upper Canadians.

16th September.—Mr. Black, in acknowledging remittances, gives a sad account of the sickness on the canal:

"I lament to say, there is little prospect of finishing the canal this fall, although six weeks ago we had good reason to believe it would have been finished. There has not been a great deal done in the marsh. Not a person sick there, where it was most expected. Mr. Yates' negotiation failed. Boulton was sent to New York, and got acceptances of $24,000, from what you might get in England. Half of it was negotiated at the Bank of Upper Canada, for a consideration, which, with Boulton's charges, makes it a poor assistance. The engineer and contractor are at loger-heads."

During his sickness, Mr. Merritt received many answers to his questions in reference to the St. Lawrence Canals, viz: from Mr. Macaulay of Kingston, Mr. Whiting of Prescott, and Mr. Jonas Jones, from Brockville. And, in reference to his Grand River scheme, from Mr. Whitehead, and several others. Also, letters of commisseration from the President of the Canal, Mr. Dunn, J. B. Yates, Peter Robinson, Charles Small, &c. During the worst period of his illness, the news of the serious slips in the deep cut was brought to him.

It must not be supposed that the only difficulty experienced up to this time lay in the task of getting the money to carry on the works. In the deep cut, a series of most disastrous and annoying land slips occurred, caused by the quick-sand and the great weight of the banks, but which were of so serious a nature as to imperil the future prospect of the work. Few can have any idea of the annoyance caused by these slides; and in the present instance the management were almost driven to desperation to overcome them. Other parts of the canal were either finished or rapidly approaching completion; but the deep cut was the Rubicon on which the whole energy of the affair required concentration. Under the circumstances a further digging out of the cut was not to be thought of. So the ideas of our subject were directly turned to the utility of his extension of the Canal to Lake Erie by means of a feeder or cut to Port Maitland, which by its higher level and more certain supply of water, would keep a depth in

the deep cut more than sufficient for all future casualties on that unfortunate spot.

On the 14th November, he writes to Mr. Phelps, contractor, as follows:

"Send me word by Mr. Clark, particularly, whether there is any indication of a new slip. Whether you intend timbering through your slip, and what time you think it will take."

A meeting of the directors was also called to consider the matter, and after sundry propositions to remedy the evil, it was decided to leave it in the hands of Mr. Merritt, who at once commenced upon pushing the work on the feeder from the Grand River; although it may easily be inferred that at this particular time the position of our subject was such as to severely try a bolder man. The accounts coming in from the deep cut, where hundreds of thousands of dollars had already been spent—the utter impossibility of dealing with quick-sand in such a place, added to the trouble of a fractured limb, with occasional fever, are discouragements which can be better imagined than described.

Mr. Geddes, a leading engineer on the Erie Canal, was also sent for to consult with Mr. Barrett on the grave matter, and Mr. Barrett writes:

"I have travelled through the deep cut. Judge Geddes left the upper end of the feeder, and has been to the mouth of the Grand River, and examined it for a harbour. Shall go through from Marshville to St. Catharines with him. My deep cut levels to the bank near Coulter's shanty, give 14 feet above the Chippewa, or 22 feet for deep cut. This level we can sustain throughout."

As the general affairs of a country are at any time interesting, we hope that a slight digression will be pardoned, in order that a passing glance may be taken at important events now transpiring, which, to a great extent affected the future welfare of this country. It is not our object to enter into British politics, yet it is necessary, since they, in common with other European maratime nations, consider their possessions as held for their peculiar benefit, and are not decided on what their peculiar benefits are, it is necessary to give a comprehensive view of the whole field.

The European policy, undertaken by the Congress of Verona in 1822, had changed England's policy in America, making it agree with President Munroe's doctrine regarding the possessions of Spain in this country, and strongly fortifying their own.

The causes of Revolution are often less under the surface than the actors in them are willing to acknowledge, in our case being directly *on the surface*. It is strange, when there was such an abundance in America, that avidity for land should be one of the most potent causes for disturbance. The French wars, succeeded by the Revolution, had this object. Gourlay found an almost universal support by joining the people against Governor Simcoe's monopolies of the crown grants, and Mr. McKenzie's importance from opposing the Canada Company's purchase of the same.

The object appears to have been to establish a line of fortifications along the frontier to discourage emigration from the States: to make the present inhabitants subservient to their interests, and to perpetuate them, by shipping their surplus population to Upper Canada.

Sir Carmichael Smith had been deputed by the Government, of which the Duke of Wellington was a member, as British Commissioner, to examine and report upon the military state of the Provinces, reported very favourably on the canal enterprise, and especially the harbour at the entrance of the "Twelve," which would admit vessels drawing 12 feet of water, and as such, equal to Niagara, as a naval entrance. He also recommended the re-establishing of Port Maitland at the mouth of the Grand River, which had been abandoned and dismantled at the close of the war, and the fleet sank. He also laid out the sites of two forts on the lands lately purchased by the Government, at the Short-hills—one to be called Wellington Heights, and the other Fort St. George.

The long vexed question of the boundaries having lately been settled. The British Government were particularly liberal in giving up a fortress on Lake Champlain, on our side of the line, and also paying them $1,204,000, said to be by ardent Democrats claims for depredations committed in the taking and burning of Washington by Lord Howe; the claims being smoothed over as a general charge for negro slaves who escaped at this time; although, strange to say, no off-set was asked for or allowed for the burning of Niagara, or the numerous depredations committed on our people during the same war: the whole affair strongly resembling the Geneva Arbitration of later years. The answer of Lord Bathurst to the address of the previous House, to remit duties or disliabilities on contractors, labourers, and others, into the Province, was construed into an opposition to the Imperial policy:

"I have laid before the King the Address of the House of Assembly of Upper Canada, praying that His Majesty would be graciously pleased to promote the settlement of the Province, by offering encouragement to emigration from the United States. I am commanded to acquaint you that His Majesty will be always ready to give any encouragement to the cultivation of the waste lands—but is assured of the loyalty of the people of the Province, and of their paramount attachment to Great Britain. That he is convinced that the House would see with extreme regret, the adoption of any system which could interfere with the measures now in contemplation for the encouragement of emigration from His Majesty's United Kingdom of Great Britain to Upper Canada."

The Canada Company's notice, signed by Mr. Galt, at York, to squatters to vacate their lands, appeared about this time, shewing that already the interests of English monopolists were beginning to clash with the best interests of the country, as expressed by the resolutions from the last Parliament, favouring emigriation from the United States; this had

been the case for the last half century, causing the settlement of the country by a loyal and enterprising class from the other side, to whom almost all the enterprise was due. This policy was attempted to be changed on the passage of the Reform Bill; and Col. By and many other engineering officers called home, but not soon enough to avert the Rebellion. A coldness in the colony towards the parent state grew up, and Mackenzie's rebellion was the necessary consequence of these proceedings. Mr. W. L. McKenzie was a man of great intellect and untiring energy. That temperament should affect men in weighing the burthen of their grievances, is exemplified in a striking manner by the contrast of the way the subject was taken up by these two individuals. Mr. Merritt, whose family had lost all in the troubles, and who were therefore entitled to the waste lands, in intimate connection and friendship with their agents, and using the company in England to transact their business, while Mr. McKenzie kept up an eight years struggle of war to the knife with what he considered an unjust monopoly. The lesson of hasty decisions could be answered by asking, "Which of the two has the claim of being the greatest benefactor to his country?"

His journey to England, irrespective of the business connected therewith, formed a new epoch in the life of our subject. The interrogation he underwent before the Committee of the House of Commons on the leading subjects of Colonial policy, brought his attention to politics, from a position where he could more readily form an opinion than in his native country. Being now of an age when one is supposed to be well able to discriminate, we have reason to believe that ideas which afterwards developed themselves in the political economist and politician, which resulted in advocating Earl Grey's sliding scale in favour of Colonial products, and when Sir R. Peel took off this advantage, in the advocacy of Reciprocity; and again, when Responsible Government proved a failure, in advocating a Confederation; which will be seen as our work progresses.

One of the important events occurring at this time was the departure of the two Governors, Lord Dalhousie and Sir P. Maitland, both of whom were a long time in the country, and were firm friends toward Mr. Merritt and the Welland Canal. Lord Dalhousie had left befcre Mr. Merritt's arrival, and passed him on the ocean. His Lordship's term of office in this country had lasted eight years, which were very eventful ones in the history of Canada. He was awarded with the Governorship of India, where, in his Imperial Palace at Calcutta, under entirely opposite circumstances, surrounded by Mahometan and Hindoo princes, he possibly but seldom thought of his friends in America or their affairs, but such was not the case with them; Port Dalhousie, one of the termini of the Welland Canal, was named after him, in gratitude for his exertions in their behalf.

The Lieut.-Governor, who left soon after, was more identified with the works, and as such we think a short notice of him will not be out of place

in these pages. In the journal of that time we find the following notice of His Excellency's departure: "On Saturday last, 25th Oct., a deputation "from the inhabitants of the village and vicinity, consisting of Messrs. "Geo. Keefer, Jno. Clark and J. Barrett, waited on His Excellency at his "lodge at Stamford Park, and presented to him an address on the occa- "sion of his departure from this Province," in which they say: "Among "the many public works commenced during the administration of your "Excellency for the improvement of the Province, the Welland Canal, now "drawing towards its completion, will afford a lasting monument to your "Excellency's zeal; and to your Excellency's favorable recommendation "are they indebted for the means of its accomplishment." To which he replied: "I receive with great satisfaction this address from the "inhabitants of the village of St. Catharines. It has afforded me sin- "cere pleasure to witness the great works suggested by an individual of "your village, so prosperously advancing. It has not wanted my hearty "recommendations, which I hope the recent assistance of His Majesty's "Government will render certain of completion. Allow me to assure you "that my removal to a more extended command will not impair the interest "I take in your welfare, nor be suffered, to obliterate the kindness and "attention I've received during my residence in your vicinity.'

We also see notices of the militia being out at this unusual season, which was no doubt for the purpose of forming a guard of honor, and paying their respects to His Excellency. A letter from Geo. Manners, British Consul at Boston, dated Dec. 9th, gives an account of his departure for his new Government in Nova Scotia. He says: "At 8 p.m. on the 25th I saw "them on board the *Chebucto*. I assure you that I shook their hands with "the greatest regret," etc. Sir P. Maitland took his departure, with his high-born dame, after a sojourn of eight years. He had the finest appreciation of the beauties of our natural scenery of any of the Governors who had heretofore enjoyed the appointment, differing from his kinsman, the Governor of the Ionian Isles, called "Sultan Maitland." He built a house and laid out grounds on the brow of the mountain, near the Falls of Niagara, visiting the people in their wild isolation. The author has heard from one of these, the daughter of Col. Turney, near DeCew Falls, that the Governor would often surprise them with a visit, and compliment the hostess by saying he preferred their little falls to Niagara. He used to visit the canal frequently, bringing his guests to see the works thereon, in which he appeared to take a deep interest. He was hospitable, often inviting the ex-Sheriff to his entertainments. He served a term in Nova Scotia, and then to the Cape, where the Kaffir war terminated his duties as Governor. The author came across his path while travelling in 1843, enjoying his characteristic aestetic pursuits at Lausanne, in Switzerland. The item circulated in the papers that Sir P. Maitland had called some of

the townships after his lady's lap dogs is of small moment, as he had no doubt difficulty in making names, from the fact that during the first year of his administration, in 1820, twelve new townships were laid out. A letter was received by T. Merritt, Sr., then Surveyor of Woods and Forests, asking permission for the Crown right of timber for townships bearing the names "Artimesia," "Mariposa," "Zone," "Zero" "Java," "Dawn," "Rama," "Mara," "Sol," "Ops," "Olden," "Oso"

1829.

After being confined to the house for about two months, our subject at last was sufficiently recovered to take an active part in the works, and on the 14th December we find that he drove down to the harbor to look at improvements there, and shortly afterwards, on the 1st January, he attended the meeting of the Board at York, bringing with him the reports of Messrs. Geddess and Barrett. They were adopted, and we find that, with the additions now proposed, the expense would be £90,000. Mr. Merritt was instructed to let out the necessary contracts immediately, which he did, and returned towards the end of the month, after enjoying the hospitality of the Governor, Mr. Bolton, etc. The Parliament opened on the 9th, and Lieutenant-Governor, Sir John Colborne, in his speech mentioned the improvements in the Gore and Niagara Districts. As this Parliament was the one in which our subject may be said to have received the most opposition, it is worth stating that it was a decidedly radical one, or, more properly speaking, a nationality in Assembly, approaching more to the views of the Lower Canadian House than any of the previous ones. It consisted of 48 members, of whom 4 were natives of Ireland, 6 of Scotland, 7 of England, 13 of Canada, 3 of other British Colonies, and 15 of the United States. Among this number were W. L. McKenzie, Mr. Bidwell, Jno. Wilson, Dr. Rolph, Capt. Mathews, and other men who afterward participated in the unsuccessful rebellion with their fellow malcontents in Lower Canada. After the meeting of the Board, Mr. Merritt remained in York until beyond the middle of the month. In a letter to Mrs. Merritt he says (10th Jan.): "I "dined with His Excellency last week, Dunn, Allan and Boulton, and de- "clined all other engagements." On his return to St. Catharines he writes to Dr. P—— (10th Feb.) as follows: "The whole line was put under con- "tract on the 31st of January, and is now in execution. I hope we will "be in a position to open it by June, at which time I trust you will be "here. We have formed a company which undertakes to convey produce "from the Grand River to Lake Ontario for 20 cents per barrel for flour "—grain in proportion—and 10 cents from the upper end of the Deep Cut "to the lake. It is intended to connect with a company in Cleveland,

"Ohio, who will guarantee conveyance to the commencement of our canal "at a fixed price. Another company will be at Oswego to transport to "New York."

After his trip home, Mr. Merritt proceeded to York, and attended at the rising of the Parliament, where the Act giving the Canal Company the necessary rights on the new route was passed and received the Royal assent. This was an important affair, as the route went through the lands of the Government at the mouths of the Chippewa and Grand Rivers. He was not so successful, however, in lobbying a bill through the House having reference to the Academy and laying out of the roads in the village, as the Upper House refused the measure after its passage through the Lower. This action may in some measure be traced to the fact that the Bishops or U. C. College had just been started in York, and it was thought that one institution was sufficient at the time. The Act of Incorporation for the Grantham Academy, however, passed both Houses the following session. Acts were passed at the previous one for the building of lighthouses on Lakes Erie and Ontario, showing that the country was beginning to feel the effects which the contemplated opening of the Canal would have on the trade of the Lakes. As an indication of the rising of the ill-feeling between the Government and the popular branch of the Legislature, we may mention that at this session 33 bills were thrown out from the Upper House, and only 25 were passed.

Arriving home, he started, on the 23rd, up the line, terminated by the Grand River, and afterwards returned to York on financial affairs.

On the 24th of March, Mrs. Merritt writes a most interesting letter to her parents, wherein she graphically describes the adventures of a sleighing party, of whom she was one, who went from St. Catharines to the Grand River. Proceeding by the Deep Cut seven miles up to the Chippewa, where they found the piers sunk for the aqueduct, and then travelling four or five miles through a thinly settled country to Marshville, they met some friends, amongst them a cousin. This place was the headquarters of the Engineer on the Feeder. After dining, they proceeded in a straight course for ten miles through the marsh, passing occasionally a few shanties, where people were at work digging. The road was along the embankment made by the ditch. She expresses surprise at the healthiness of the people, and associates it with the fact of the water being impregnated with tamarac. At the end of the marsh, near the site of Dunnville, there were a half dozen of houses. The contractor, Simpson, and Mr. Camp, had a store. As the accommodation there was insufficient for their party, they drove down to the mouth of the river, now Port Maitland, where, finding good accommodation and huge fires in the inn, after their long ride they enjoyed themselves after the usual manner of the times in the back woods. Stopping all night, in the morning they observed on the opposite side of the river a few

whitewashed buildings, which were used for the naval establishment. The day being fine, and the air and sky clear, they could distinctly see the farms and woods on the other side of the lake. They then proceeded five or six miles up the river, and returned through Canboro' by way of the Twenty Mile Creek, much pleased with their winter's drive through the woods.

At the election of Directors at St. Catharines, April 6, at which Mr. Yates was present, a new feature was the election of Messrs. Lafferty and Dixon as Government representatives at the Board. On the 6th and 7th of May, the Directors visited the line, and inspected the Grand River dam. Owing to the fact of the original site at the mouth being objected to be the military authorities, they were compelled to move it about four and a half miles up the river to its present position at Dunnville. Contracts for the job were entered into with Mr. Wilkinson and others for the completion of the work by the middle of July, for the sum of £12,500. On the 8th the Directors met in St. Catharines and confirmed these proceedings.

Shortly afterwards Mr. Merritt accompanied his wife and two sons to Mayville, where he remained a few days and returned by steamboat to Buffalo, and thence to St. Catharines. On the 12th of June he writes from Thorold to Mrs. M.: "As I have no particular inducement to go home, I generally "remain over night where the necessities of the works find me, though my "occupation is chiefly on the upper end. The brush dam over the Grand "River is getting on well; by present appearances it will be finished next "month." The vessel called the *Welland Canal*, owned by Commodore Northrop, kept on her usual trips, but from the numerous allusions we find made to her and her gallant owner we are led to the conclusion that in many respects she answered the purpose of a yacht, in which his friends enjoyed themselves with an occasional cruise on the cool waters of Ontario, and no doubt partook largely of the commander's hospitality, as we find, in a letter from Mr. M., dated June 30, that "his father had just returned "from a trip to Prescott with the Commodore." About this time St. Catharines was visited by the Lieutenant-Governor, who, in company with Mr. Merritt, inspected the works on the Grand River. He describes Sir John Colborne as a very hard rider, having started from St. C. at 6 o'clock in the morning, they reaching the dam at 3 p.m., returning the next day, so that our subject, although well accustomed to be on horseback, found his match in the old veteran from Badajos.

On the 15th of July he writes from Marshville, where his headquarters now are, describing the state of the works, and telling Mrs. M. that he is sleeping in a room off the office, on a bed 2½ feet wide, with very little of the comforts of life, as food is scarce and some necessaries not to be had, and his daily journey over the works amounts to 28 miles. He says: "I "had the pleasure of escorting Mrs. Wilkinson, the contractor's wife, over "the dam on the Grand River," so we presume that at this date that work

was finished. Having in the interim visited Mrs. M. at Mayville, we find that on the 1st of August he writes as follows from Marshville: "On "Saturday I reached this place. Sunday, up the Grand River, and re- "turned to Burgars" (now Welland). "Monday, to Lockport on canal "business. Tuesday, to St. Catharines, and on Wednesday started for "York in steamboat from Niagara, and returned on Thursday to St. C., "and then went up the line," where he is on Friday. In those few lines we have a tolerably fair idea of the amount of labor which our subject accomplished, and it was often a source of astonishment to the author, who accompanied him during part of the journeys mentioned, how he was ever able to stand up against the strain which he was then subjected to, and we can only account for it from the fact of the iron constitution and indomitable will with which he was possessed. The management of an ordinary business is a severe strain on the most of men, but when we consider the manifold duties which he was required to perform, the ever-rising current of difficulties against which he had to stem, and the numerous vexatious questions arising from unforeseen eventualities, financial affairs, workmen's disputes, sickness, and, what was even worse, the opposition of many who should have been friends, it seems almost impossible that he could have borne up against them. Along the line of the works on the feeder the fever and ague was raging; strong men were wasted to skeletons, and the general feeling of despondency and discontent which all these vicisitudes bring in their train was felt in the ranks of the workmen who were there employed; to stir them up, and to cheer forward the work, was a duty which devolved on him, and few who now read these pages can form any idea of the pain and annoyance which a sensitive mind like his often felt under the circumstances. The season had been a dry one, and consequently the miasma from the stirred up earth was more severe in this section than usual; so severe had it been that the work was delayed in consequence. On the 24th of August he writes from St. Catharines: "From "the sickness on the Grand River we will be detained getting the waters "through until about the middle of the next month." Again, on the 7th of September: "I am still in very bad health; the fever has not left me "entirely, but I think I am mending."

The works were now approaching completion, and from the financial statement exhibited at York on the 2nd of July we find that the Directors were in a tight place for want of money. Every resource had been tried to keep up the supply; the plant used on the deep cut was sold, as well as all unrequired tools, and yet more was wanted; in fact, the actual state of the finances showed that they were in the possession of £585 in cash after passing the yearly estimates; their other assets were principally in paper, and in promises which might not be redeemed. Resolutions were passed appointing Mr. Dunn, Mr. Robinson and Mr. Merritt to ask the

Governor in person to guarantee a loan of £10,000, also to draw on the Directors of the Canada Company, who had promised to take stock, and to apply to the Bank of Upper Canada with ample security for an advance to cover the estimates for August. On the 24th of September the Board met at Niagara, and it was there resolved "that the President, Directors "and Agent do hereby agree to save, defend and bear harmless the Lieu- "tenant-Governor of this Province of and from all personal risk and re- "sponsibility for making the advance mentioned at the previous meeting." Where the rest of the money was to come from they were in doubt, but the following letter from H. J. Bolton to Mr. Merritt shows that the Directors' responsibility was not unanimous:

"York, 4th Sept.

"With regard to the money arrangements which you speak of as having been made, I am quite in the dark."

On the 21st of September Mr. Allan, President of the Bank of Upper Canada, writes: "I did all I could to advise the Bank Company to advance "the £6,000 on the security agreed upon, but I fear circumstances will "prevent its being done." On the 25th J. H. Dunn writes: "I did hope "no more money would be required until the water was through, but ex- "pect when that takes place we shall have no difficulty in obtaining a loan "—at least through the medium of Sir John—for £10,000. I made you "an advance. Come over." On the 28th Mr. Yates, in answer to an application, advocates for the Company to issue bank bills, as the last resort, at this time the water was let in, and, notified by Mr. Merritt. Mr. Gordon, from Amherstburgh, writes in answer: "It would be a most "gratifying spectacle for the inhabitants of Amherstburgh to see a vessel "from Lake Ontario." November 12th, Chief Justice Robinson says: "I "fear the very severe frosts may be troublesome to you, still a schooner "must be passed through."

On Monday, the 14th September, in this year, was opened for the first time, the Grantham Academy, which for the future was destined to become the seat of superior education for the Niagara district. When the Governor was in St. Catharines, on 22nd June, he visited the building, and expressed himself highly gratified with its appearance; and sincerely hoped that the institution would become a popular and successful one, as the college opposite the Government House in York had just that month been tendered for.

One of the great events of this year was performed by an individual named Samuel Patch, who, by jumping into the water under the Niagara Falls, and escaping unhurt, earned himself a name ever afterwards in American history. The same man terminated his jumping and life together shortly afterwards in endeavouring to perform a similar feat at the Genesee Falls, near Rochester. Others, who were fond of excitement, got up a

grand exhibition at the Falls, and finished the attractions of the day by letting an old schooner, containing a number of animals, drift over the "Horse Shoe." The journals of the time (Oct. 7th) were filled with accounts of the event, which, we are told, passed off much to the satisfaction of the countless spectators.

Another of the events was the establishing of a total abstinence society at Thorold, under the management of Mr. George Keefer, Mr. Barrett, and ultimately enlarged by Mr. Phelps, who may be said to have been, by his zeal and influence, the father of Temperance in this neighbourhood.

After a sickness of six weeks, and a consequent absence, he writes in his journal: "On the 3rd of October it was fully determined to let the "water into the Canal, but owing to the settling of the dam at G. R. it had "to be deferred until the damage was repaired." On the 4th, he writes: "Sunday—Returned to dam. All hands at work raising the banks. Found "every job so deficient that I had the water stopped at Broad Creek. Went "through with the engineers, and took a rough estimate of what was re-"quired." The Canal was now tested for the first time, and it was found that, owing to the hurry in which the contractors went on with their work, several of the levels were not correct. From this and other circumstances the opening of the canal was postponed for a month or six weeks.

Now we find him, when others in his position would have been despondent, making out estimates for a through extension of the line to Gravelly Bay, now Port Colborne, so that, with all the drawbacks at this critical time, we have reason to think that from the beginning his ideas were to mature this scheme by degrees.

On the 7th of October, in company with two officers from the naval station at Port Maitland, he passed down the feeder in a boat from Broad Creek to Marshville. From the 22nd to the 29th he was in York, raising funds, and succeeded to the amount of £3,000, and returned to Niagara in the steamer *Alciope*. Whilst in Toronto, it was arranged that the opening and celebration of the canal should take place on the 24th ult., and after his return the time was fully occupied in getting down the water, making arrangements for the celebration, and in close correspondence with vessel owners in Oswego, Buffalo and elsewhere. On the 14th of November two scows were sent from the deep cut to the Grand River. On the 17th the prospects were so good that Mr. Black was sent to Niagara and York, to see after vessels, which were procured. Invitations were issued to the Lieutenant-Governor, and the officers of the 71st regiment, in Toronto, which were accepted; their fine band was engaged for the occasion; and colors, guns, ammunition, etc., were procured. The locks and embankments were inspected and found safe, so that all was in readiness for the grand demonstration.

But the icy hand of winter interposed, keen frost set in, old Boreas

assumed control on Lake Ontario. The departure of the Directors from York was delayed, owing to the storm; and at last, after maturely weighing the difficulty, it was decided to delay the public opening until the ensuing spring, much to the annoyance of our subject, who had everything prepared.

The storm abating on the 26th, the schooner *R. H. Boughton*, of Youngstown, N. Y., arrived at Port Dalhousie to pass the canal, and on the following day, the *Annie & Jane*, from York, for the same purpose. The weather again became mild, and, notwithstanding the absence of the President, Mr. Merritt decided to carry out a part of the programme, at least, by sailing through the canal. The journal of this date says:

"On Friday, the 27th November, 1829, the inhabitants of this village and its vicinity were highly gratified at seeing, moored in the basin opposite, the schooner *R. H. Boughton*, Capt. Pheatt, and the schooner *Annie & Jane*, Capt. J. Voller, which vessels were destined to make the *first voyage* through the canal from Lake Ontario to Lake Erie. The *Annie & Jane* passed by, displaying a number of flags, ensigns and pendants, also a beautiful silk flag with the words "The King, God bless Him!" imprinted in gold letters, surmounted by the Crown, erected on her bow, and took her station in the lead." The banks of the canal were crowded with people, and the enthusiam displayed on the occasion testified that those who witnessed the display were now fully satisfied as to the prospects of the great work which had so long occupied their attention.

The vessels arrived safe in Buffalo on the 2nd of December, and were received with a salute, returning the next day to the canal, which they passed down in safety, and with good despatch.

In a letter from Chippewa, dated the 30th of November, to Mrs. M., he says:—"We have arrived this far in safety. The first evening "we lay in the level above Thomas Kerr's; got on most nobly. On Satur- "day we ascended the mountain with ease and facility, after which we had "much trouble in breaking through the ice, and had a detention of some "hours at the first lock on the deep cut by a chip getting under the gate; "got into the deep cut after sundown. Sunday: had much difficulty in "getting through deep cut, owing to the timber and ice; passed the other "two locks, and grounded on a bar, where, being Sunday, we remained "all day. Monday,—got off at 9 o'clock a.m., and towed down to this "place against a heavy head wind, snow, etc. However, on the whole we "have been successful, and have tested to my satisfaction that a vessel will "pass on the canal in twenty-four hours. We leave for Buffalo in the "morning, and will return in a few days." The Buffalo *Republican*, in an extra, thus mentions their arrival:

"The First Vessels from Lake Ontario.—To the surprise of the citizens of Buffalo and Black Rock, the lake schooners *Ann & Jane*, of York, U. C., and *R. H. Boughton*, of Youngstown, arrived in our harbor.

on Wednesday last, having on board the enterprising projector of the Welland Canal, William Hamilton Merritt, with a company of gentlemen (whose names the subjoined certificates disclose). The British vessel led the van. The locks were passed on the 30th of November, just five years from the commencement of the important work. The question is not, whether this work will increase or diminish the receipts of the Erie canal; we trust that we possess too much national pride to complain of the success of even a rival work, began by our neighbors before ours was completed. Its progress to its termination is flattering, and the news we now communicate, that of *the passage of vessels from lake to lake*, must be cheering indeed to the stockholders and gratifying to the inhabitants of Upper Canada.

"Both vessels passed into the Black Rock basin through the sloop-lock, and were saluted by the steamboat *Henry Clay*, and cheered by the citizens. On their arrival in our harbor, they were met with bursts of applause, and honored by discharges of artillery from the Terrace. The gentlemen passengers then repaired to the Eagle tavern, where they were greeted by many of our villagers, who called to shake the hands of the navigators of the Deep Cut.

"The passage of the first vessels was to have taken effect, by a notification of the W. C. C. Directors, 24th ult., but, owing to storms and unfavorable state of the weather, was postponed. The zeal of the projector and persevering agent, could not be satisfied with a "postponement on account of the weather," so he, and the gentlemen who accompanied him, made the attempt; and, after cutting ice, in some places three inches thick; ascending thirty-two locks, at the mountain; passing the deepest of all "cuts;" locking down into the Welland River; sailing down that river and touching at Chippewa; stemming the strong and broad current of the Niagara; and, finally, the Black Rock harbor, which has been blamed beyond measure, opened its arms and gave the 'tars from Ontario' a glorious hug.

"The success of our neighbors may give an impetus to our national or state governments, or a body corporate, in making a canal or railway from the Niagara river at Schlosser to the same river at Lewiston.

"Truly, the bold features of the enterprizes of the New World throw those of the Old far in the shade."

On Christmas day, after the family dinner with his father, now at E. S. Adams', Mr. Merritt left for York, to attend the meeting, and make his report.

The Welland Canal was now an accomplished fact. The artificial wedding of the great lakes of the west and north, with the waters of the Ontario, and eventually with the St. Lawrence and the ocean, was complete; and the pathway which opened its extended gates to the great commerce of the eastern world, whose pioneers were to carry civilization and intelligence on their course, was at last gone over, and pronounced a success. Although in his memoranda at the time we find no particular allusion to the important event, yet we have reason to believe that beneath the placid exterior, there burned a manly glow of pride and exultation, on the accomplishment of his design, which had made him the instrument of good to his fellow-creatures, and a feeling of deep thankfulness to the Great Disposer of all

things, on whose aid he thus, all his life, steadfastly relied, and in whose words of encouragement he fixed his eternal hope, that the praise and the glory was given to, we have no doubt. And now, when we see the almost stupendious results which sprung from his primal idea of a navigable canal, we cannot but think, in all his difficulties and manifold troubles at the time, a more than human strength of both body and mind sustained him throughout. As well as Mr. Merritt, there were others to credit, and although our special business lies with him, yet amongst the warm supporters and unflinching friends which he had at this time, there were none perhaps who remained so steadfast to him as J. B. Yates, Esq., of Chattenango, N. Y. With money, advice, energy and influence, he assisted our subject more, we think, from a firm belief in the practicability of his ideas than from any great returns which he might immediately get therefrom. Others we might mention, and where corporate aid was required it cannot be forgotten that the gentlemen in York known as the Family Compact were able and patriotic assistants toward the scheme. Foremost on the roll stand the late Lord Bishop of Toronto, Dr. Strachan. J. B. Robinson, Chief Justice; Mr. Dunn, and numerous others; and last, though in etiquette first, were Lord Dalhousie and Sir Peregrine Maitland, whose names, with the others, it is hoped will be forever identified with the realization of the whilom dreamer, W. H. Merritt, and the Welland Canal.

1830.

He stayed at York all winter, as many affairs connected with the canal required his attention, and his presence on the spot was necessary. While here, a number of meetings of the Directors was held, and some very important measures suggested and inaugurated. Amongst them was the extension to Port Colborne—the race and acqueduct to St. Catharines—also the usual petition to the Legislature for more funds, as the work was only opened, to enable to pay off their liabilities and perfect its construction. On the 9th of January he writes to Dr. P——: "I have been "here for some time attending the Legislature, from whom we hope to get "another $100,000 to enable us to finish the canal as it should be. You "are aware of the expense attending such operations after they are pro-"nounced finished."

About the 18th he returned to St. Catharines, in consequence of Mrs. Merritt's illness, who, since her confinement and return from Chatauque, had been in very delicate health. Next week he went back to York, to attend a meeting of the Board on the 1st of February. On the 7th he writes: "The decision whether we will get assistance or not, and in what "way, will be discussed to-morrow." Again, on the 27th: "I have been

"in constant expectation of a termination of the question from day to day "and from week to week. The bill has been reported, and we get the "money unshackled."

Having now conclusively established the first canal in Canada, our subject found sufficient time to agitate the question of the works on the St. Lawrence. This scheme, which was a part of his original plan, although kept in abeyance during the progress of the Welland, was nevertheless always considered by him as a part of the grand chain which, to make the water communication of the country of any worth to the people, would have to be finished. He was not a man who propounded his plans in one great undertaking, believing that in a new and comparatively poor country like Canada things must be done by degrees, and consequently his approaches to these works were made in a spirit of caution which often seems at variance with his known habits. Occasionally, during the progress of the Welland, we find an odd article in the papers of the time referring to the St. Lawrence, again a survey, and at other times a personal remark thereto. Thus the minds of the country were gradually prepared, and the way to a certain extent paved for works which it would require large sums to accomplish. Hence we find on the 20th of January, 1830, a long and very important article in the *York Freeman* on the necessity of a boat canal from Montreal to Prescott, with valuable data, etc., like its first survey five years previous, showing that his ideas at the time were identical with those first proposed on the Welland, but which, like that, should result in a work of far greater magnitude.

On the 7th March he again writes to Mrs. Merritt from York as follows: "The Bill authorizing a loan of £25,000, passed on Friday night about 9 o'clock, (the day previous to the prorogation.) Never in the course of my life had I so unpleasant, tiresome, and difficult a job. I have experienced the effects of hope deferred in its fullest extent, and feel grateful for its success; and not the least for its relieving hundreds from misery and want, whose just claims this loan enables us to satisfy."

The Grantham Academy, noticed as opened last year, held on the 26th of February, the first examination. After the usual exercises, in a programme printed at the time, we find the names of some who have since been leading actors in our country's affairs. Professional men—men of business. Nearly all have left their marks. Some, alas! have gone out of the annals of our country. But owing to the want of encouragements hereafter shewn to the natives, many of them, like it is at present, have been compelled to benefit outsiders with talents and energy that have been improved here, in which they could be ill-spared in the land of their birth.

He returned home on the 12th of March, and his time was occupied with the usual office business, and in settling up with contractors and others.

Mr. Barrett, their engineer, now left the canal, in the care of his able

assistant, Mr. Keefer, who had been brought up from childhood on the work, and went down to make another survey on the St. Lawrence.

On the 7th of May, Mr. Merritt was at Lake Erie, examining the different bays from which to select a harbour for the extension.

On the 10th he left for New York, and returned by Oswego, after a fortnight's absence..

Canal boats were established to run between Port Robinson and Dunnville three times per week, which continued on the route under the command of Mr. Broadman. He was succeeded by Mr. John Messmore, who for many years afterwards carried on the business.

Arrangements were also made for having a steam-boat to run between Hamilton and Queenston, calling regularly at Port Dalhousie.

Four large barges, laden with 1,600 barrels of flour, were brought down from the Grand River, and carried through the canal.

On the letting in of the water, a celebration in honour of the opening took place at Beverley (now Port Robinson.) A large number were present. The chair was occupied by Mr. Merritt, and a harmonious evening was spent —rather a numerous party, as four hundred are chronicled as the guests.

The people of Oswego, then, more than now, evinced a warm interest in the welfare of the canal; and, we are therefore not surprised to find that the Report on the Canal for 1829, was extensively circulated by the merchants of that place amongst their friends in the lake States. A letter from a gentlemen there, to Mr. Merritt, dated March 2nd, gives an idea of the prevailing sentiment:—"We send you a copy of the Welland Canal Report, "(which was reprinted.) We have commenced a general circulation of it, "and shall do it thoroughly, for we look to the Welland Canal as OUR MAIN "STAY, BOTH AS REGARDS THE GROWTH OF THIS VILLAGE, AND OUR OWN "BUSINESS."

The time of the election of Canal Directors was now changed to the 1st of June, as that was found a more convenient season now that the work was in operation. At this meeting Messrs. Dunn, Allen, Bolton, A. H. McDonald and Mr. Merritt were chosen, Mr. Keefer retiring at his own request, and with the conscious feeling of having always stood well by the canal. The Directors chosen by the Government were Messrs. Lafferty and Dixon, both frontier men, but not particularly friendly to the Welland Canal. Mr. Dixon afterward resigned, and was replaced by Mr. R. Randall. After Mr. Barrett's departure, his place was ably filled by Mr. Geo. Keefer, assisted by S. Keefer.

After numerous drawbacks in connection with the water supplies, the canal was at last, by the month of July, got in working order but was not much used till the fall trade, when we find by a letter to Dr. Prendergast, that a brisk trade was doing.

In order to show who were the pioneers in navigating the canal, we

might state that in August of this year the Lieutenant-Governor, Sir John Colborne, inspected the canal in a Government vessel under command of Lieutenant Jones, R. N. The schooner *Erie*, 77 tons, Capt. Boquet, from Cleveland, bound for Youngstown in ballast, was the first to pass down from Lake Erie. Messrs. Camp & Kennedy brought down several rafts of staves from the Grand River. Messrs. Norton & Bliss, from the same quarter, took 150,000 feet of lumber to Buffalo and Lockport, etc.

About this time the news of the death of King George the Fourth arrived. The *Journal* of that date was printed in deep mourning. Shortly afterward the exciting news of the French revolution came, and furnished the press with ample theories to speculate upon. A proclamation from the Governor was issued dissolving the Parliament in consequence of the King's death, and ordering a new election to be held on the 18th October—also proclaiming that his Majesty William the Fourth was now the Sovereign, etc.

The regulations for the navigation and management of the canal were now published in a form containing 19 clauses. That the machinery was in fair working order is shown from the following item, taken from the *York Courier* at this time:

"WELLAND CANAL.—We have just been informed by Capt. Finney, of the schooner *Charles & Annie*, that he left this port on the 15th inst. for Buffalo via the canal, through the whole line of which he passed in less than 24 hours. Capt. Finney, from the reports he had heard to its disparagement, expected to have met with some drawbacks in the passage through, but was agreeably surprised to find none. The Captain is confident that the canal will fulfil all that its promoters promised. He left Buffalo with a load of pig iron and castings on the 22nd, and arrived here on the 26th, making a splendid passage."

On the 21st of August a grand dinner was held in Oswego in honor of the success of the work, and Mr. Merritt's health was drank amidst most unbounded applause.

Mr. Yates, who had been to England, was back in time to be present at a meeting of the Board on the 26th Oct., when he offered to purchase the hydraulic privileges on the line of the canal, for the sum of $100,000, which was accepted. The extension of the line direct to Port Colborne was also decided upon. To accomplish this object, and to build store-houses, furnish boats, &c., as the company were partly compelled to become their own forwarders, a further sum of $200,000 was found necessary; and it was at once decided to again petition the Legislature on the subject. After a great deal of negotiating by Mr. Yates, Mr. Merritt, and others, the result was that the Government, on their next meeting, acquiesced in terms which will be explained as the work progresses.

During this year Mrs. Merritt was very ill, and they also experienced the loss of their last child, a daughter, who died on the 19th of September.

Mrs. M. was not convalescent until the cold weather set in, and was not perfectly restored to health before Christmas.

1831.

The new Parliament met on the 6th of January, and the Governor in his speech alluded to the important improvements being made in our inland water communications, and admitted their successful operations, though still favoring the military work to the Rideau.

Shortly afterwards Mr. Merritt and Mr. Yates left St. Catharines for York, to press the necessities of the Welland upon the Government.

As this, under the present circumstances, was the last loan asked from the Government, and the composition of the House being Conservative, who viewed the question from a patriotic standpoint compared with the former or radical House, little difficulty was experienced in getting the bill passed, yet the money was granted under circumstances which involved our subject, whose property was all in the country, and Mr. Yates, with his nephew, A. Y. McDonald, from Cornwall, to so large an amount as to render its success necessary for their private interests. They were responsible for one-half the principal of $100,000, and the interest of the whole, amounting to $10,000 per year, payable in London. Although the Provincial debentures were given on their personal security, the money could not be used for any other purpose than the canal extension to Lake Erie. Whilst in York, Mr. M. prepared and got printed a circular for distribution amongst the members, wherein he urges strongly the immediate undertaking of the works on the St. Lawrence. By a careful and elaborate *expose* of data respecting our commercial prospects, he proves the advantages which producers, merchants and consumers would derive from improving the river route; and although his speculations were based on the prospects of an enormous increase in the trade of the St. Lawrence, yet the facts are there shown that a ton weight of merchandise from Liverpool to Montreal, 3,000 miles, cost the importer thirteen shillings, whilst the cost of transporting the same from Montreal to Prescott, a distance of 120 miles, reached the high figure of *four pounds*, so that to those yet further west the charges on articles imported by way of the St. Lawrence were simply prohibitory; and we are not less pleased to see that in summing up his able arguments the following patriotic language is used:

"It is a reproach upon the intelligence and enterprise of the country that this improvement was not commenced long since. It should not be delayed another year. If the present House cannot comprehend the superiority of a ship navigation, or do not feel satisfied that the present popula-

tion of the western country demands it, there should be no hesitation in appropriating £50,000 for a boat canal. The tolls will pay the interest and redeem the principal without ever being felt."

Among the proceedings of Parliament that had an ultimate interest to our subject, was the contested election for Haldimand, Mr. Brant protesting against the return of Mr. Warren for that county. Mr. Warren still retained the seat when he was carried off by the cholera epidemic, and also his opponent, when Mr. Merritt was elected to fill the vacancy.

A bill was also brought in by the Solicitor-General to prohibit Orange processions, but was ineffectual, as many bloody riots can testify; so that at this time we see the evils of Old Country feuds beginning to awaken legislation. Mr. McKenzie, though in a minority, kept the House active by his resolutions on the Chaplaincy; and the debates on this question fill many pages of the papers of the day. The official returns of the population of Upper Canada for 1830 were laid before the House, showing that there were 211,187 persons in the Province—about the same number as the city of New York contained. Having obtained the Government sanction, tenders were immediately asked for, to complete the canal to the lake. The debentures were negotiated by Mr. Yates, and the money obtained from the Bank of the United States at the terms required; and on the meeting of the Directors in St. Catharines, on the 2nd of June, the contracts were let to different parties, amongst whom we notice the new but now well known names of the Boyles and Bradleys. Improved arrangements for the management of the canal were also made at this meeting—their entire affairs thus devolving upon Mr. Merritt. Attention and vigilance being the qualities necessary, competent assistants were required; and from the items relative to shipping, which we find in the different *Journals* of the day, we think also the canal was kept tolerably well employed—as well as such a new work could be expected to be.

In June, Mr. Keefer was instructed to make a correct survey of the boundaries of the canal, and Mr. Barrett, who had returned from his Montreal survey, was appointed engineer over the new works. Mr. Merritt also visited the different ports and places along Lake Erie in reference to the quantity of grain likely to be shipped in the fall, and had completed a dry dock near the lake, being the first in the country, for repairing vessels.

One of the enterprises of this year was the opening of the grist mill, now known as the "Red Mill," in St. Catharines, which was owned by Mr. Oliver Phelps and W. H. Merritt.

"For the first time in our history," says the *Buffalo Journal* of the 10th "August, "the rapids of the Niagara were overcome by the power of steam. "The steamer *W. Peacock*, on Wednesday last, towed a schooner of 60 tons

"from Port Robinson to Buffalo, in 3 hrs. 50 min." The usual manner at this time, was by towing the vessels along the Niagara river, and also by the use of windlasses placed at the rapids. When the vessels were heavily laden, the ascension had often to be delayed until a strong breeze from the north came, which helped them to stem the current, especially at Fort Erie. We see by the Canal Report that there was yet a large business done by way of the portage between Queenston and Fort Erie—yet although the canal was in its infancy, it at once was given the preference over this mode of transit, as a comparison of the year's traffic shews there was more than half the valuable merchandise conveyed by canal: "By the "canal—30,000 barrels of flour. By land—11,000 barrels of flour. By "canal—210,000 bushels of wheat. By land—6,500. Over 1,000,000 ft. "of lumber passed through the canal, and only 2,000 ft. went by land," so that already it may be said that the close of the portage, after over a century's use, was sealed, by its more powerful and cheaper rival.

The work on the Lake Erie route progressed but slowly, through a scarcity of hands, although liberal inducements were held out. The want of canallers was sadly felt. Advertisements were inserted in the papers, calling for hands; and although a number of emigrants were daily arriving from Europe, yet, the prospects of becoming producers, and getting a good price through forwarding facilities, and lands being yet cheap, diverted many to agriculture.

In August, Mr. Merritt, Mrs. Merritt, and the author, paid a visit to the old family residence at Byrom, on Long Island Sound. Meeting there others of the family from New Brunswick, this journey, like others at the same time, was accomplished partly by stage, canal and steamboat, and was remarkable only for a part of it being gone over on a railway, one of the first then completed in America. This road ran from Albany to Schenectady, and at the time of our visit, had stationary engines for pulling the cars up the grades. The cars, or rather coaches, were drawn by horses, on the plateau between. The rails were of wood, covered with a band of iron. And in all its extensions, for 10 or 12 years, our recollections of the trip are still as being full of adventure, by land and water, particularly on the railroad. We returned by way of Oswego, on the 20th of September.

About this time Mr. Merritt formed a project for the purpose of establishing a Bank in St. Catharines, as, owing to the largely increased business now transpiring in the old district, principally through the canal operations, the want of a local monetary institution was felt in the vicinity. On the 1st of October, a meeting was held, which was presided over by Mr. Merritt, and Mr. H. Mittleberger acted as secretary. Messrs. Alexander McDonald, W. H. Merritt, Robt. E. Burns, I. T. Bowery, H. Mittleberger, James Little, and George Rykert, were appointed to draw up a petition founded

upon the resolutions of the meeting, and to apply to the Legislature for a charter.

The Parliament met on the 17th of November. The House was congratulated on the prosperous state of the country, and the rapid advancements making in its every quarter, especially its water communications, which were principally in the upper country. The petition already alluded to in reference to the establishing of the Bank was presented by Mr. John Clark, and a bill for the same purpose was brought before the House, but was not carried this session.

Owing to the new ports of entry which were created by the opening of the canal, considerable patronage was now in the hands of the Government in the appointment of customs officers, etc. It is but natural and reasonable to suppose that the influence of our subject on these matters would be regarded, especially as he had been entrusted with the Company's patronage, and as a consequence the collectorship of customs at the new harbor of Port Colborne was asked for from the Governor by Mr. Merritt for his old friend and companion Col. John Clark, M.P. We think that there are few who are aware of the part our subject took in the Welland Canal inception and accomplishment, but will admit that he at least should have liberty to solicit a favor for a tried friend. Yet such was not the case; and, as is usual when Government officers are wanted, a claimant appeared upon the stage whose only connection with the canal lay in his being an agent for subscribers at a distance who held £4,000 stock in the work, without any further influence than being a military gentleman from home and a friend of Sir John Colborne. Hearing that Mr. Merritt had requested that Mr. Clark should get the appointment, this officer takes our subject to task in the following manner: "* * * If you furnish me with authority to withdraw your application for Mr. Clark, I shall let the matter rest as it is. "If not, I shall consider it my duty to see the Governor immediately, and "give my own explanations of the whole transaction. I fear not for the "result, if I choose to exert myself about the appointment."

1832.

As this may be said to have been a period of revolts, the good people of Upper Canada were likely to be furnished with one on a small scale.

The re-election of Mr. Mackenzie, who had been expelled from the late House, occured on the 2nd of January, in this year, amidst great demonstrations at the *chairing*. He was placed on the platform of a large sleigh owned by Mr. Montgomery. They passed the Government and Parliament Houses, followed by a large concourse of people carrying flags, &c., on which

was conspicuous the motto: "Liberty of the Press." Another was, "King William IV. and Reform."—"Bidwell, and the glorious minority," &c.

During the Spring, Mr. Mackenzie went to England with a petition signed by 18,000 people, asking for the recall of the Governor, the dissolution of the House, &c. The storm was dissipated for the present by political meetings; but the disputes then engendered, fomented by injudicious distribution of official patronage, eventually grew to more importance than even many of its chief actors supposed it would. Mr. Mackenzie was again expelled, and declared ineligible to sit in the existing Assembly, but was elected after the House was prorogued.

Among the acts for the extension of navigation introduced this session, was one entitled "A Joint Stock Company, to improve the navigation of the Grand River."

The attention of our subject at this time was also occupied in getting the canal in repair for the opening of navigation. Owing to the action of the severe frosts, considerable damage was done to the work, by shifting sands and slipping in of the banks, all of which he caused to be put in order. By the 1st of May the water was let in, navigation opened, and a brisk trade was going on. The store-houses on the Grand River were filled with produce from Cleveland, as the communication in that quarter was accessible from the lake, whilst the Niagara river was yet blocked with ice.

During this period of excitement, we are not aware that Mr. Merritt stayed in the provincial capital, but devoted his whole attention to the progress and interests of the Welland Canal.

By his memoranda dated 18th February, we see that he has the whole scheme of the Grand River Navigation Co. matured; and at the meeting held under the provisions of the Incorporation Act, obtained the last session of Parliament, he proposed the same. We see by the report of this meeting, on the 27th of February, that his ideas were adopted, and a company formed to carry out the scheme—which consisted of dams, locks, and other necessaries, to extend the navigation to Galt. The capital was $50,000, divided into proportional shares.

The Canada Company had not taken any interest, after all their protestations in favor of the Welland. We see from their letters that they looked at the Grand River in the same light. For this reason the extension further than the rapids below Brantford was no longer entertained.

"MARCH 26th, 1832.

"It will be out of my power to attend your meeting, nor will Mr. Dunlop be able to attend, either. He is now on his way to Lake Huron. At the same time, they are willing to receive the advantages of the works.

"We are now making arrangements for the conveyance of emigrants against the opening of navigation, and you will oblige by informing me what means you have of carrying them through the Welland Canal, rate of passage, rate of baggage, etc. J. JONES, *Com. C. Co.*

In answer:

"The forwarders are Northrop & Smith, who carry emigrants for 2s. 6d. per head, and 6d. per cwt. for baggage."

About 50,000 emigrants from the British Islands arrived in Canada, principally owing to the change which the passing of the Reform Bill in England had wrought on that country, although the Canada Company claimed the credit of diverting them to this country, through their agents in England.

Another survey of the Grand River was undertaken, as the following letter from Mr. Emery indicates:

"Two Miles above Davis's, 11th May, 1832.

"Dear Sir,—We have levelled from Highflyer's to this place, and find the rise in the water from Highflyer's to below Davis's dam 11¼ feet. At Davis's dam the water is 2.64, which makes the surface in the dam 13.89 feet above Highflyer's. I do not see any objection in making Davis's dam the first dam, and from that make a cut to Highflyer's. The cutting is exceedingly favorable by making two locks. We shall get up as far as you required us to-night; then we shall proceed to making our estimate for damming the river, and Cushman can inform you concerning the plaster beds.

"Mr. James Davis has been exceedingly kind. We stayed with him and he rendered us all the assistance we have required of them. Other influential persons here take very little interest in the improvement of the river.

"Yours, truly, Wm. K. Emery."

"To W. H. Merritt, Esq."

As previously mentioned, a great difficulty was experienced in getting a sufficient number of men to make the works on the Lake Erie extension go on, as was desired. But now, the ominous tidings of another and more frightful obstructor was heard—and the alarming stories of its ravages in the old world were wafted to the new, so that those who felt immunity from the pests engendered in the confined cities of the Eastern Hemisphere, became alarmed on hearing of the arrival of Asiatic cholera on the Western continent. Following in the track of the great tide of emigration now reaching our shores, it appeared almost simultaneously in New York, Quebec, and other cities on the sea-board. In a short time, its dire presence was felt—almost as far westward as civilization had reached; and in almost every town and hamlet, it carried its victims to the grave. On the canal it raged with great violence, falling like a thunderbolt among the workmen and others. Strong men and women were stricken down, to expire in its agonizing grasp, and as each new name was added to the death roll a dread, soon resulting in a panic, took place, which in a short time left the whilom busy scene almost as quiet as the lone woods near by. A few only remained—those, probably, who could not leave, or whose philosophy was stronger than their fears. Its effects were serious to all, as its appalling presence cast a shadow and gloom over the country. During its prevalence

in this quarter, Mrs. Merritt and the family went to Mayville, where its influence was but little felt, but our subject remained at his post, and by care on his part he providentially escaped.

"MARSHVILLE, Welland Canal, Sunday, 21st July, 1832.

"MY DEAR CATHERINE:—

"On Monday last, I breakfasted at Mrs. Bennett's, Grand River, on the same kind of fish the boys and I caught at Chautauque lately.

"Left the dam on Monday, at 1 o'clock; went to Greabel's. Heard that the *cholera* had commenced its ravages that day at Gravelly Bay—three deaths. Went on to the Bay that evening, and found Coonrod, a contractor, (the man who married Miss Shaw,) with a man by the name of Henry, working on the lock, and one Ross, a labourer, at the same place, was dead, and taken only that morning. Three or four others were considered dangerous. One only has since died, the others recovered.

"On Tuesday, went through the line with Mr. Lewis, and as no new cases occured that day, the men generally resumed their work.

"Slept at Holmes,' Deep Cut. That night Lewis was taken: in the morning, (Wednesday) sent to St. Catharines, for Drs. Cross; and Converse, who was up at Gravelly Bay. Lewis was very much alarmed, and I could not leave him until Cross arrived about 2 o'clock; Mr. Fuller had bled him, and I gave him two pills of opium; he got better immediately, and is now well. Returned to Gravelly Bay that night, to quiet the minds of the men respecting Mr. Lewis. We found all who got medical aid and were bled, recovered; as it was chiefly among the intemperate. Had hopes of continuing the work, but on reaching Gravelly Bay, found Dr. Ellis and Mrs. Boles had taken it. Remained there until 12 o'clock, Thursday, and left for Dam with a determination to let every one take their own course—stopping the sale of liquor, and providing doctors on the spot.

"Friday—went to Nelles' settlement. Saturday—returned to Dunnville, and have got this far to breakfast; am on my way to St. Catharines, where I have not yet been. I thank God that I am in good health, and will take every possible care of myself. Should the disease continue, I will go over to Mayville next week: if not, will remain until the middle of August.

"With my best wishes and prayers for your safety,

"I remain your affectionate husband,

"W. H. MERRITT."

On the approach of cold weather it gradually disappeared, and by degrees those who fled on its approach returned, and things soon assumed their wonted appearance.

On the 29th of September a fine schooner of 110 tons was successfully launched at St. Catharines. This vessel was built by Russell Armington for a company; and as a compliment to our subject, was named the *W. H. Merritt*, a name which, we believe, is held by one on the canal to the present day.

The following from Mr. Merritt's journal, among similar items, is inserted to show that the scarcity of the circulating medium wes compensated by the low price of labor. This transaction represents the one-half value of the old red mill, now called the Phœnix.

"5th August, 1832.—Sold Mr. Phelps my proportion in the Grist Mill, at £1,125."

Our subject having for several sessions represented the County of Haldimand during its early history, we insert a few items of interest prior to its separation from the County of Lincoln:

The Six Nations Indians possessed six miles of land on each side of the Grand River, from a grant by Gov. Haldimand, in 1784, the boundaries of which were confirmed by the Land Board of the District of Nassau in 1791. Some of these lands were in process of being sold by the Indian Department for the benefit of the Indians. They also became stockholders in the navigation improvement. The Government still retained the river mouth. Mr. Dixon owned Sherwood forest and swamp.

Mr. Smith, sheriff of Western District, obtained from Government for his services, in procuring the rights of the North West Co., at Fort William, the year after the war, the Township of Moulton. Some difficulties, induced him to obtain the legal services of D'Arcy Boulton. Mr. B. afterwards appears as owner. From him, Mr. Oliver Phelps purchased the three west lots of 150 acres each. These are where the village of Dunnville now stands. Mr. P. built Davis' grist and saw mill; the material for which was the first freight on the feeder. Mr. St. John, yet living at St. Catharines, and Orson Phelps, (Mr. P.'s eldest son,) conducted the business. This property was shortly afterwards sold to Messrs. Street and Merritt.

The dispute relative to the representation of Haldimand, before referred to, was settled by both the member and the protestor dying with the cholera, and thereby leaving the riding vacant. A very respectable requisition from the electors was presented to Mr. Merritt, requesting him to offer himself as a candidate. At the urgent request of his friends, and particularly of Mr. Yates, who told him he could benefit the canal and Grand River prospects better by being in the House, he accepted the nomination. His opponent, Mr. DeCew, was a man of great respectability and local influence. But the material benefits which our subject was the means of developing in the locality, particularly to those settlers beyond the river, who, previous to the building of the dam and other works had very imperfect means of communication with the back country during the summer months, enabled him to carry the election, which commenced on 30th Oct., and terminated on the 2nd of November.

During the election he was ably assisted by his old comrade, Col. J. Clarke, and Mr. Randall. The following letter from the Colonel gives a good idea of how the contest went in Haldimand at that time. Writing to Mr. Martel, deputy post-master at St. Catharines, the electric telegraph being undreampt of, he says:

"* * * The ball opened yesterday at 10 o'clock. Mr. Merritt, Mr. DeCew, C. Richardson and W. J. Kerr are candidates. The latter is strenuously opposed to Mr. M. There has been much speechifying, and much villifying, on the occasion, and very little to the purpose unless from Mr. Merritt. DeCew is strongly supported by Mr. Thorburn, W. and R. Woodruff, and A. Brown, all for the frontier interest. Mr. M. keeps up his spirits, and shows himself superior as a public man. His management gains him friends. Since I have been here I have seen much change in his favor. He will receive the suffrages of the honest yeomanry of the county, as the Hoovers, Griebels, etc. The Opposition are much out at Mr. Randall and myself. We were told we had better be in our seats at York. All I hope is that when we go we shall have Mr. Merritt along with us."

When the result was known, the most unbounded enthusiasm was displayed along the canal, and the people of St. Catharines gave way to expressions of good feeling on a scale of grandeur surprising for the times. We see by the *Journal* that an illumination took place, and all the paraphernalia of general rejoicings were indulged in.

The Parliament opened on the 31st of October, and Mr. Merritt, immediately after his return, proceeded to York and took his seat. He was soon afterwards placed upon the Finance Committee. One of the first acts during this session was to ask for a select committee to inquire into the management of the affairs of the Welland Canal, thereby answering the inuendoes which had been hurled against him by Mr. McKenzie and other opponents to that great work, and is in keeping with the general tenor of his acts. We also find that his maiden speech was one in favor of a motion, moved by Mr. Frasier, which strongly urged a free trade in grain and cattle coming in from the States, as the following will shew:

"FEALBY'S, St. John Street.,
"10th November, 1832.

"MY DEAR C.:—

"My friends here appear to be highly gratified with my election, and I assure you my situation is far more comfortable to my own feelings—I now feel a degree of independence in being on an equality with those, who before could say what they pleased without my having a chance of replying—the situation is new, but I do not feel that embarrassment I expected. I have already broken the ice. The first day I took my seat, made two motions and one speech on admission of articles, duty free from U. S.

"WILLIAM H. MERRITT."

During this session he strongly advocated the bill, which in some shape or another had been before the House for several sessions, for the abolition of imprisonment for debt, and his speech thereon was considered a very convincing one, as the outrages committed under the license to imprison were of the most grievous kinds. In his remarks he stigmatized the law as a relic of barbarism, and although, he said, the lawyers would not like the proposed change, yet the interests of humanity, common sense and

reason were in favor of it. He mentioned numerous cases of false arrests, showing the abuse of the law; that it was also the cause of crime and perjury; that, in nine cases out of ten, it proved ineffectual to recover the amount claimed. He narrated a long list of cases which came to his own knowledge, wherein persons were immured in prison at the instance of a lawyer—many times his clerk; where many of the parties did not owe any one; where exhorbitant bills of costs were tacked on; and that, on the whole, there was no satisfaction to the creditor, as the expensive machinery of the law required all that could be wrung from both plaintiff and defendant to satisfy the costs; and concluded an eloquent speech by stating that the law was in antagonism with justice; was abhorred by Turks and infidels, who thereby formed a low opinion of men who called themselves Christians; and was only a lever of tyranny in the hands of a fraternity whose only thoughts were the filling of their own purses. Although the bill did not become law by receiving the royal assent at this time, yet the discussion on it had such an effect that the sensibilities of the leading advocates were turned, and the evils then complained of were suffered to sink into oblivion, regretted by none save the most hardened in the profession.

Whilst the House was in session he found time to write and publish a pamphlet on the inland navigation of the Canadian Provinces, wherein he shows the manifold advantages which the country would gain by an extensive system of canal navigation. In it he urged the abolition of the boundary line between Upper and Lower Canada. It contained suggestions of the greatest importance to this growing country. The pamphlet was signed "A Projector," and its effects were such that a commission was appointed to investigate the subject. It was composed of Messrs. Morris, Robinson, Solicitor-General, Attorney-General, Merritt, Samson and Chisholm, of which he was appointed chairman, who during the session made extensive inquiry, and gathered a large amount of information on the subject, which led to a bill being brought into the House and passed, whereby the sum of £10,000 was granted towards the proposed St. Lawrence canals, showing that the spirit of enterprise which commenced in uniting Lakes Erie and Ontario was now preparing to overcome the hitherto inaccessible rapids of the St. Lawrence, and open the way to Montreal and the ocean without waiting for the co-operation of the people from Lower Canada.

An application was made by the Welland Canal Company for a loan of £25,000, on which Mr. Merritt in a letter says: "This week the Welland "Canal question will come up, but there appears little chance of success. "Our Bank bill will not pass the Upper House. The Salt Works incor- "poration has passed."

An application was also made from the Welland Canal to the Parliament of Lower Canada for a loan, but was coolly received, so that the com-

pany were for the present compelled to look to other sources for the funds required to complete the work to Port Colborne.

Up to this date the total expenditure on the canal had been £346,000.

1833.

As the experience and confessions of a new member of Parliament do not often come under the eyes of the public, the following letter to Dr. Prendergast may be interesting, as it better explains the feelings and the spirit in which Mr. Merritt entered Parliament than anything we can give:

"York, 5th January, 1833.

"* * * After my return from Chatauque, I was solicited by a deputation from the inhabitants of the county of Haldimand to stand for a candidate. I consulted Mrs. M. on the subject, who, with her usual good sense, assented, conceiving that a part of my time would be required here on account of the canal. I succeeded against a violent opposition, and came in as what we term a Tory member. I was immediately selected on the most important committees, and have applied myself industriously to the different subjects. The greatest difficulty I experienced was in speaking. I was forced to break the ice, the first day I took my seat, on the subject of duties on goods from the United States passing our waters, and it happened, fortunately, to be one I understood. The only questions in which I take an interest are, improving our water communication, abolishing imprisonment for debt, extending the jurisdiction of our magistrates, and annexing Montreal to this Province, so that we may obtain a port of entry. On the second and third items I have had the misfortune to contend against the lawyers; we have seven in the House, most of whom, directly or indirectly, oppose those measures, and you are aware that they are no feeble opponents in any Legislature. It is my intention, as soon as the Welland Canal question gets disposed of, to leave this business; and, although it is much pleasanter to be *in* the House than waiting in attendance, I find legislation so tedious that I am heartily tired of it, and if I remain in the same way of thinking I will never return again."

The following letter to Mr. T. Merritt, Senior, will give an insight into parliamentary affairs at this period:

"York, 7th January, 1833.

"Respected Sir,—The House frequently opens without a quorum. The hon. member for Haldimand styles us a lazy lot. Altogether, I must say a great deal has not as yet emanated from their united wisdom: it will come, I suppose, by and by. Myself and the hon. member for Haldimand are all ready and at breakfast by 9 o'clock every morning. We enter the House before or at 10. The working members go in committee and take their seats in the hall to bring forward measures or debate. About 1, a lunch is set at our quarters, which the messenger keeps in readiness for us, adding a glass of beer, when we go on with our work until 6, when we proceed to our quarters, next door to Chief Justice's. Beer, whiskey or wine, as you like, for dinner. Generally retire to a well furnished sitting room, the member for Haldimand preparing matter for the House. He is well, but wearing himself out for Upper Canada.

"15th.—Mr. Merritt might have been one of the St. Lawrence commissioners, but declined the honor."

"As regards the Welland Canal, I cannot bring myself to think that this, the most enlightened Parliament in the annals of Upper Canada, will abandon so great a work before it is brought fairly into existence. We have been voting away money for the improvement of ourselves and the country, and among the many thousands what do you think we have had the magnanimity to vote?—£7,500 to the Welland Canal—not half of what is required. We will take it, and trust our private means for the residue. J. CLARK."

During the session he was identified with the War Losses Bill, the Grand River Improvement Act, and several other important measures, which occupied the House until its adjournment, 3rd of February.

The foreshadowing of the fate of the company appeared, strangely enough at this time, in a communication to the merchants of New York:

"ALBANY, February 12, 1833.

"Did not know what to answer. If I shall be required to make any further sacrifice, it would at least be proper that the full proposition should be known. Your continued suggestion for a sale, or rather an offer to sell, to the Government, is particularly painful to me. * * We have every reason to cherish a confident hope of full success. * * A year or two more will prostrate all opposition, and remove the delusion of the public. If I shall prove to be deluded myself, I hope at least to satisfy my friends that the loss of my property, if fairly lost, will not distress my quiet.

"J. B. YATES."

"The Welland Canal will most probably pass from the hands of individuals into that of the Government, negotiations between the parties having, it is believed, already taken place. AN OLD MERCHANT."

The pecuniary difficulties were very great at this time. Almost every thing in the shape of property they possessed was mortgaged. The Bank of Upper Canada refused them any more credit, much to the mortification of the Directors, who in reality considered the Bank under an obligation to the company.

During the attendance at the Legislature, the business of the canal was not neglected.

A rather sharp correspondence occurred between the President and the Agent, which resulted in their both tendering their resignations.

"1st February, 1833.

"I have no objection at all to the arrangement proposed by you, and will join with those named, bearing a share of my part of it. This will relieve me from the Bank engagement, of course, which I shall be most happy to see off the Bank books, as the sole engagement for that sum of money, and secures my name as a creditor to the large amount.

"Yours, truly, JOHN H. DUNN."

"P.S.—This will also settle my advance of £250, of which I stand in want, as well as yours, if you can make it convenient before you leave York. J. H. D."

"York, 6th February, 1833.

"Dear Sir,—You have my perfect concurrence to do anything you please. What I intended to do I have, in consequence, of your letter, withheld. I shall not put my name to any instrument whatever which may make me liable to pay what I cannot, and perhaps may involve me. You may think as you like; I have my own opinion, which shall guide me.

"I am, Sir, yours, obediently, John H. Dunn."

"York, 7th February, 1833.

"My Dear Sir,—The course I intended when I became responsible for a loan to pay off the debts due to the Welland Canal contractors, was precisely what I was willing to do—that I would give my bond for my proportion of £12,000, but not be liable for the whole amount. There is no person who can lament the situation of the contractors more than I do, and if I could I would afford them relief. I cannot agree with you, however, that there can be any discredit to the Welland Canal Company. The contractors from the commencement have had a full knowledge of the company's affairs, and have been told, for guarding them against difficulties which might occur in the progress of the work. We have, more from accident than good fortune, been able to sustain good faith. You must remember that you have laid the case and our embarrassments before Parliament, who have more interest in the canal and its benefit to the Colony than the shareholders. If discredit fall upon the company, and certainly it will, let it fall on those who deserve it. I certainly cannot hazard to maintain the credit of the Welland Canal Company, a property which does not belong to me.

"I felt grieved at your note of yesterday, and think you misunderstood me, or I did not fully explain my intention regarding the extent of my security, but I did mean exactly what I was willing yesterday to perform. We have been engaged together in a work perhaps the most arduous and embarrassing that ever was undertaken in any country. Another such I would not have anything to do with for the whole value of the Province. My good wishes towards you are unabated, and the good feeling you so kindly express toward myself and Mrs. Dunn I fully reciprocate; and allow me to close by hoping that the friendship which has ever existed between us may not be impaired by a moment's anger on either side, and that we mutually look upon each other as friends, whether as canalers or individuals. Sincerely yours, John H. Dunn."

"York, 12th February, 1833.

"My Dear Sir,—I am particularly engaged this evening, as Mr. McDonald is here. You can have a Board without me, competent to transact any business. I have so much labor to perform for the Province this year in my own office, that it will be wholly out of my power to leave York. It is therefore my intention to withdraw from the canal, and cannot under any circumstances incur further responsibility on account of the canal. It is therefore unnecessary, under the circumstances, for me to attend.

"Yours, truly, J. H. Dunn."

A meeting of the Board was held in York on the 13th of February, and the subject of raising money to pay off the debts owing on the canal, to the

amount of £11,000, was discussed. Owing to the Government holding a mortgage on the hydraulic works, the Company did not receive any benefit from the money paid by Mr. Yates for the same, but now they agreed to relinquish the mortgage to the company, on their giving a bond and pledging themselves to spend the same in paying off the minor debts, etc. In this meeting Mr. Merritt informed the company that the work was completed, and, finding his duty to his constituents would be neglected, he therefore tendered his resignation, which was not, however, accepted at this time. Another meeting was held in St. Catharines on the 18th of February, when the resignation of Mr. Dunn as President was tendered, but not accepted at this time.

The next meeting was at St. Catharines, 27th of February, but for want of attendance it was resolved that Capt. Creighton and George Keefer be summoned forthwith by a special messenger. When, at the adjourned meeting, it was resolved that a communication be made to the commissioners appointed by the Legislature of the necessity that one of them should give his personal attendance. The 1st of June meeting after that consisted of but four members.

Although the House at its last session did not grant the company the loan asked for, yet the Government, for the first time since the inception of the canal, took up the balance of the unsold stock, to the amount of £7,500, and three commissioners, viz., A. Slade, J. McAuley and W. B. Robinson, were appointed to superintend the division of the same. by this means they were enabled to push on the work to Gravelly Bay, so that by June the first vessel—the schooner *Matilda*, from Oakville—passed through to Cleveland by Port Colborne.

Under the circumstances, Mr. Merritt was authorized to proceed to York with a statement of their affairs, and lay the same before the Governor; also, to make application there or elsewhere, as he thought fit. In the midst of this dilemma, Mr. J. B. Yates again came forward, and raised them sufficient money to finish the new harbor at Port Colborne, which was now declared a port of entry, and by permission named after the Lieutenant-Governor, Sir John Colborne.

The regular annual meeting of the Canal Board was held at St. Catharines on the 5th of June, and our subject, who had previously tendered his resignation as agent, was now, at the election of Directors, chosen as one of them. When the election of the executive was proceeded with, Mr. Merritt was chosen President and Alex. McDonnell, Esq., Vice-President.

The following item is inserted to show the value of village property at this time. Through the absence of paper currency these figures represent a greater value than at the present day:

"22nd April, 1833.—Mr. Phelps bought half of the North side on Lake Road to Niagara, (now Niagara Street) at $75 per acre."

On the 6th of June, rates of toll were settled upon, and arrangements made for building a lighthouse at Port Colborne, and also for putting down another pier at that place. Mrs. Merritt, in returning from Chatauque, passed through Port Colborne, accompanied by her family, and thus describes her visit to that locality: "At the stone bridge which crosses the "canal we met Mr. Grebel," (who, with Mr. Hoover, was the leader of the Mennonites in this section, and a strong supporter of Mr. Merritt) "who "invited us to go up and spend a night at his house. We walked from the "bridge up to the bay, 1½ miles. There we met T. Merritt and Mr. Ran- "dall. There was a vessel coming into the lock, some boats, etc. The "ground here is all marsh on both sides of the canal. There is a small "ridge, with one white house and a store, and some shanties. We accepted "Mr. Grebel's invitation to his home, promising to see the Sugar Loaf. The "road is very pleasant up there for four miles, winding through the trees, "with the hill on the left, and a large marsh or pond, three miles long and "about one broad, on our right. We tried to count the eagles' nests in "the tops of the trees; there were six or seven of them. Mr. P. and J. "went to the top of the Loaf, but the leaves were too thick to have a good "view. * * On Thursday morning we took another road to the bridge. "Saw several vessels pass, and a small steamboat, which makes a trip "round from Buffalo down to Chippewa and up the marsh every second day."

That the canal was now rapidly coming into public use is seen from a statement published in the *Journal*, showing that from the 1st to the 20th of June in this year, 34 vessels had passed up the canal and 20 went down, and in the following month 219 schooners, 138 boats and scows, and 30 rafts, loaded with produce of all descriptions.

Mr. W. L. McKenzie, who had been in London for more than a year, returned to Canada in August. While there he had interviews with Mr. Stanley, Mr. Poulette Thompson, and others, in reference to the colonial difficulties. He was enthusiastically received on his arrival at York.

A time-honored institution lost its usefulness about this time, though called in exercise at the breaking out of hostilities. It was the Court of Quarter Sessions, or Board of Magistrates, held for this district at Niagara, which had existed from the first settlement of the country, and was composed of the leading men. It now gave place to what was known as the Court of Requests, having a smaller territory but a more extended jurisdiction, and was in that sense the germ of our present expensive and inefficient municipal system.

For the first time since the opening of the canal a serious break occurred at lock 2, the four gates of which were carried away by a schooner on the night of the 5th of September. No spare gates being ready, navigation was suspended for a week, and Mr. Merritt in a letter mentions that, owing to

the urgency of the case, he had again commenced to give his personal attention to the canal until matters were placed in a better shape.

As it may be interesting to the members of the Loyal Canadian Society, we find that in the early part of October, arrangements were made in Hamilton to celebrate the glorious battle of Queenston by a dinner, to take place on the 14th of October, (the 13th being Sunday,) the Hon. James Crooks consenting to preside on the occasion.

On the 7th of October, died at his residence in St. Catharines, our old friend Job Northrop, deeply lamented by the village community as a most generous and warm-hearted man—sincere in his actions, and beloved by all who knew him.

After superintending the repairs, and attending to other duties on the canal, Mr. Merritt now prepared to attend his place in the Legislature, which opened on the 19th of November. One of his first acts was to introduce a Bill—having for its object the relief of those religious sects known as Mennonites and Quakers, who, previous to the passing of this Act, laboured under serious disabilities.

Notwithstanding the fact that William Lyon McKenzie's last expulsion from the House was disapproved of by the Imperial Government, and that two of his most active apponents, Messrs. Bolton and Hagarman, were deprived of their offices, as a conciliatory proceeding; yet, it was apparent that at the opening of this Session, Mr. Mackenzie wished to become of more importance, having been again returned for the County of York, presented himself in the House for the purpose of taking his seat. He was accompanied by a large body of his supporters, who filled the bar and galleries, and during the debate which arose in reference to his admission, behaved in a most boisterous manner, by alternately cheering and hissing the speakers —expressing like or dislike. The intimidation was carried to such a pitch, that the speaker ordered the House to be cleared of all outsiders; and on the vote being taken for McKenzie's admission, a majority of four was found against him: McKenzie's organ, the "*York Advocate*," bitterly attacked our subject for his vote on this occasion, and the language used towards Mr. Merritt was uncalled for, yet failed to influence him in the smallest degree, as his conduct to Mr. Mackenzie on all occasions was such that we believe he felt more inclined to pity him than anything else. Mr. Merritt's speech on this occasion shows conclusively that although he was inclined to be generous to a fault, yet he still retained sufficient respect for his character as a member not to permit himself to be bullied by faction. He said "he had come down to the House yesterday to vote that Mr. Mackenzie should take his seat, but his conduct would have induced him to vote him out of the Assembly, even if he had been a sworn member. Had not his supporters assumed the character of a mob—hissing down one set of men, and crying

up another. He was disgusted with the disgraceful scene, and their conduct brought back to his memory the worst days of Revolutionary France, &c."

Owing to the bad roads, he was compelled to remain in York during the Christmas holidays, and in a letter written home on the 1st of January 1834, he says, "he spent the day with Mr. Yates, in calling on the Governor, and some of the gentry of York."

In the Legislature he introduced Bills on the subject of mantaining the poor, and on emigration, besides moving for a committee to enquire into the law of arrest in civil cases.

1834.

After the holidays, the business of the Legislature was carried on as usual. The work commenced in the House was not very important, consisting principally of private legislation. Amongst the questions brought forward, was another petition from the Welland Canal Company, for a grant of £25,000, to enable them to pay off some of their indebtedness. From the able manner in which our subject advocated the claims of the Company, in the House, he made a number of friends therein; many of whom were now, perhaps for the first time, convinced that this canal was not a mere private speculation, but a work upon which the country could look with pride, and one which, in after years, would become a monument to the perseverance of its supporters. A long and warm debate on the question occured, and finally emerged into the idea of the Government purchasing the entire work from the Company. The results were, that the capital stock was permitted to be increased to £250,000, and the Government subscribed towards the same the sum of £50,000, thereby enabling the Directors to pay off numerous small debts, and also put the canal in good working order. As previously noticed, after Mr. Merritt gave up the duties of agent, and was appointed President of the Company, the same vigilance was not displayed in the management of the work as was observed during his direct superintendence. Several delays occurred, and not a few breaks in locks and banks, already told that a work of this kind required the earnest attention of an interested man. He, after what had transpired, took charge of the works personally, as we see by the following letter to Doctor Prendergast:

St. Catharines, March 17th, 1834.

"I have again turned my particular attention towards the canal. They have given me a salary of $1,600 per year, as president, and full control of the works."

In a man's family letters, we see the motives of his actions more than in his publications, speeches, or votes. We have seen from these letters, that Mr. Merritt disliked the contracted role of an M. P. P., and would rather get rid of the Welland Canal. He argued that the direction of the canal, now that it had passed by its many windings from lake to lake, though its having the Erie for a feeder, was only a matter of time; the work could be carried on by any man of moderate attention to his business. Yet, the disasters in carrying away four lock gates, for which no adequate provision had been made, with the settling and caving in of work laid in frosty weather, showed plainly enough to all interested in the work, that the same attention was necessary for keeping it up as had started it. Mr. Merritt had not let pass, while in the company's service, opportunities for private advancement by investing in both the terminus at Port Colborne and Dunnville, and natural instincts would be excited to improve them for his rising family.

We have assumed that duty and honor were the key note of all his transactions. The Canal Board by both public and private accounts, depended upon the lobbying process, (another name for begging from the Government,) for means to pay its obligations; and we have seen, direct or implied, that he had been the prompter in inducing stockholders and contractors to go on with it. For a man with but half his conscientiousness, this must have been fraught with uneasiness, and we cannot wonder that he embraced the first opportunity that occured last year, of gracefully retiring from it.

At this time, a sermon from his respected pastor at York, fell in to add weight to the public side of the balance.

"Sunday, 2nd March, 1834.

"My Dear Catherine:

"I have this day heard a most excellent practicable sermon from Archdeacon Strachan, from the following text: 'To him that hath, shall be given; and from him that hath not, even that which he hath shall be taken away.' He applied it to the various pursuits of life. Those whom the Almighty had favoured with any peculiar talent, rose to eminence, was entrusted by his fellow men with the control and direction of their property; and if a man of industry, application, and honesty, he would continue to increase, by commanding the respect and confidence of his fellow men, as well as Divine favour. Urged strongly the absolute necessity of persevering in those qualities; and the moment he departed from them, and gave himself up to sensual and worldly gratification, the Divine favour, as well as the confidence of men, would be taken from him, and the text in that case would assuredly be verified.

"By a steady perseverance, and close attention to them, I have been remarkably favoured this session in carrying through the House those measures in which I have felt an interest."

Noticing his return from his parliamentary duties, and canal matters:—

"I am interested in the Grand River navigation, and would remove there. I have purchased one half of 200 acres at Gravelly Bay, but will

make no decision till I see you. It is an important subject—not so much in a pecuniary point of view, as with prudence, we need be under no apprehension from that score, but for our family."

During the session, he also obtained from the Government increased postal facility on the route of the canal, so that Port Robinson, Lyon's Creek, and Port Colborne were given Post Offices, which was a great convenience to the settlers who lived there. To his untiring exertions are the people of Dunnville and the country lying beyond the Grand River, indebted; by a great deal of perseverence, he succeeded in getting a grant of £1,500 from the Government, with which to construct a good bridge over the Grand River, on the foundation used for the dam at Dunnville, and a large grant for roads. So that, with his parliamentary and other labours, we assume that his time was well occupied during this long session, which lasted nearly five months. He also had the satisfaction of seeing £350,000 granted towards the works now in progress on the St. Lawrence Canals—which were to be built with stone locks of large capacity, &c.

During this winter he corresponded with Mr. W. Allan and Mr. Ridout on the subject of a branch Bank in St. Catharines. His ideas on the subject of Banking were, we know, opposed to private corporations, believing that the profits derived from such undertakings should belong to the country, and a general Provincial Institution established to control the monetary affairs. But in this instance he was prepared to do the best for his locality, and strongly tried to have a Branch from the Bank of Upper Canada established here; without success, however, principally owing to the facts that a Branch was established in Niagara, and afterwards through Mr. Street's influence, in Chippawa; and also in consequence of a large portion of the stock being owned by frontier men, who were naturally favorable to it.

On the 6th of March in this year, the flourishing little town of York became, by act of Parliament, a city; taking for its future name the beautiful Indian word "TORONTO," having for its first Chief Magistrate, Mr. William Lyon McKenzie. The author visited the capital, and spent a short time attending the debates, and in the society of the half-dozen members who lodged there; he was particularly struck with the contrast of their grave demeanour in the House, and their hearty unbending, even to jocularity, out of it. He was listener during the discussion of that question to many remarks on the ambitious aspirations of muddy Little York. Now that the prospects of an improved communication with the ocean presented itself, the mind of our subject turned upon the possibility of having free markets for the grain of Western Canada, in the harbours of the British islands; and in consequence thereof he busied himself to bring about an understanding with the Imperial Government, whereby the grain duties might be abolished in the United Kingdom, so that our farmers could enter their market

on the same footing as those from Scotland, Ireland, or other parts of the British Empire. The address framed in the spirit of these ideas passed the Assembly by a large majority.

During the long session there were many applications for his influence for both public and private interests, for his own and other countries, for roads, bridges, and Post Offices—and one for five years protection for a glass company, by Samuel Wood, of Grantham.

A letter, with subscription list, was received from the Reverend R. Creen, of Niagara, soliciting his influence in building an Episcopal Church near the German Lutheran Church, at Thorold. An application was then made to the Bishop, and the following shews the views of Dr. Strachan on the request. Extract from the Very Reverend Archdeacon Strachan:

"York, 21st February 1834.

"Dear Sir:

"I am of opinion that the members of our church have a right to have the ministration of religion afforded them gratis, as in England, from the clergy reserves. And, were the friends of the church to exert themselves, as they ought to do, the hypocrites and infidels who seek to appropriate the lands to other purposes, would soon be defeated."

"Yours truly,

"To W. H. Merritt, M. P. "John Strachan."

The session of Parliament, which closed its labors on the 6th of March, was a remarkable one in many respects, as it may be said to have been the last Parliament where the Loyalist element, devoted with a single eye to the interests of the country, were assembled. Numerous are the cases which serve to show, at this time, that a public spirit, and a feeling of true loyalty to the land of their birth and the British Crown, animated them on all occasions; where the country at large was likely be be benefitted, they voted liberally. To many it may seem strange, when reading of the large sums then devoted to improvements and public works, that other ideas should encourage the Government in such an expense; and in all probability Mr. Merritt or Mr. Yates might have talked or written for years, without accomplishing anything. But when we see the appropriations springing up from tens to hundreds of thousands of pounds, we are apt to conclude that a new spirit was infused into the rulers of the country; and that things, owing to a general period of prosperity, an accumulation of internal wealth, and an extraordinary influx of emigrants with sufficient means to possess and cultivate the new lands—all combined to make the Government think that the time had now arrived when public improvements must be pushed on; and that the growing wants of the country required a wider and bolder policy to keep pace with the demands of the time.

The important question of the Welland Canal becoming public property, was long and earnestly discussed during this session; and after a debate

which occupied four days, the motion of Mr. Robinson, that the works be come the property of the country, was carried by a majority of ONE. Thus were the cherished ideas of Mr. Merritt, who always looked upon the canal as a great national work, first recognized by the Parliament of the country: and although the Government did not actually assume the work until eight years afterwards, when all opposition to the measure had ceased, and when its practicability for all commercial purposes were fully tested and acknowledged—yet the question was laid open for the consideration of the people; and had it not been for the troubles which afterwards ensued, might have been sooner accomplished to the benefit of all concerned.

During February of this year, the first serious public agitation, which afterwards resulted in a rebellion which drew Upper Canada into its wake, occured in Quebec, by the presentation of the historic *ninety-two* resolutions to the Parliament of that Province by M. Papineau. A great deal of excitement was manifested in the Upper Province, and it being previous to a general election, the newspapers of the time were full of speculations on the effect those resolutions would have on the country at large. The resolutions passed the Lower Canada House on the 12th of February, and Mr. Morin was afterwards deputed to proceed with them to England, and lay them before the Imperial Government.

In the early part of May Mr. M. left home to attend a meeting at Nelles's settlement, on the Grand River, as the works on that section were not prospering as well as desired. In the month of April he had offered through the newspapers a reward of $100 for the best model of a lock and dam for the Grand River, the pattern to be shewn at this meeting.

At a meeting of the New Court of Requests, held in Niagara the early part of July, Mr. Merritt was unanimously chosen Chairman of the Court.

As one of the results of the Canal, and his visit up the Grand River, we may mention, that at this time we find that a large schooner is nearly finished, and a steamboat on the stocks at Dunnville—and that the works for the improvement of the Grand River are now fairly underway.

In August, a slight panic was felt, from the fact that the cholera had again appeared: although its effects were felt for a short time in Quebec and Montreal, yet, fortunately, the smaller towns throughout the interior, did not suffer to any remarkable extent. Mr. Merritt's time was kept fully occupied, during the recess, with the canal, where several breaks occured; and owing to the great increase in the traffic, it required the most careful attention to keep up the confidence of shipping, as the canal was now apparently taxed sometimes even beyond the capacity of its wooden locks. The contracts for the work on the St. Lawrence Canals, with stone locks, were now given out, and the prospects of busy times for some years, is noticed in the journals of that time. The turning of the first sod took place on the 10th or 12th of August.

Early in the season Mr. Merritt went, as noticed, to the Grand River, to attend a meeting at Nellis' settlement, (now York.) This meeting was held for the purpose of re-organizing the Grand River Improvement Co'y., as the previous officers and directors of that Company had failed to accomplish anything of real benefit. The old officers were replaced by the following gentlemen, viz: James Winnett, President,—W. H. Merritt, S. Street, D. Thompson, and W. Richardson, Directors. A new subscription list was opened, and capital stock about £50,000 subscribed; our subject alone taking *one thousand* shares, of $25 each, in the undertaking, besides taking for his relations and friends 1,400 more shares, viz: N. Merritt, N. B., 1,000, Henry Yates, 200, and A. McIntyre, 200.

Two other enterprises occupied his attention this year, viz: the erecting of the large stone grist mills at Port Colborne and St. Catharines; the former being a steam mill, owned by our subject and his friends, under the management of Mr. Slate; and since purchased, with a large amount of property, by the Government, when the enlargement of the canal took place. The mill at St. Catharines was his own property, and was of great benefit to the town, and country adjacent, both as a custom and manufacturing institution.

About the middle of September, the writs for a new election in the Province were issued. In Haldimand, Mr. Merritt was opposed by Hill, Fitch, and C. McKenzie, but was returned by the handsome majority of 53 votes. In Lincoln, Mr. Geo. Rykert was elected over his Radical opponent, Darling. Mr. Merritt gave Mr. Rykert a strong support on this occasion, having assisted him during his canvass, as long as he possibly could. The result of the elections were, however, favourable to the Radical party—and during the interim before the opening of the House, many were the speculations and opinions indulged in, as to its effects upon the country.

The important discovery of coal, was made in the State of Ohio, during this year; and it was expected that the canal, and the country generally, would be greatly benefitted by the same.

In November, Sir J. Colborne visited the works on the Grand River, and was pleased with the great progress made in that section.

A letter to Mrs. Prendergast, discloses the state of feeling of our subject, on the close of this year's business:

"St. Catharines, November 23rd, 1834.

"Dear Mother:

"The Welland Canal has closed for the season, and I hope to have more leisure than heretofore.

"The boys are all growing finely: they appear to possess full as great capacity as we can expect at their age. They are learning the higher branches of education, getting on well, and appear desirous to please. I trust you will find a great improvement in their manners also. We have a good school near us, so that we possess the double advantage of having them at home. I remain at home until after the holidays, so that we only want your

and father Prendergast's society to render us as comfortable as falls to the lot of human beings. His being with the boys, after a few weeks, would impart great satisfaction and instruction to them, and would be equally pleasing to him. We keep a pair of horses, single and double sleigh, and have every convenience we need to make us comfortable. For my own part, I am so thoroughly satisfied we are so much better off, and every way happier than we deserve, that my only melancholy reflection is, at times, that it will not continue—but this train of feeling I endeavour to check, and place my dependance wholly on the All-wise and just Providence, who alone sends us that peace of mind that I think we all realize, and feel most grateful to Him for permitting us to possess. We have been over to spend the day with father and mother. He is feeble, but better. Mother in good health.

Believe me,
My dear mother,
Faithfully and dutifully yours,
W. HAMILTON MERRITT."

In the Report of the Company, dated December 24th, 1834, we see that work was well advanced, four locks being finished, and a great deal of the other obstructions overcome.

1835.

On the 15th of January, the new House of Parliament opened; and on the 19th, the Speaker, Mr. Bidwell, was elected. The Governor's speech on the occasion was a tame one, when the protestations of the party in power is considered.

Mr. Merritt went to Toronto, by way of the Grand River and Hamilton. On arriving in that city at ncon, on the 13th, he attended a caucus of the friends of improvement, and in writing, says: "Parliamentary proceed-"ings have commenced,—and although we have lost the appointment of "Speaker, yet I think we will have a good House;" but on 8th Feb. he says: "I am engaged in drawing up a report for a Provincial Bank, and the "scheme is making quite a stir amongst our bankers. I would have gone "home, but the roads are intolerable. We still have nothing to do for "eight or ten days yet. The House is doing no good, and I doubt whether "they are likely to." Being desirous of further facilities for the transmission of mail matters in his own riding, as well as other sections on the canal and frontier, he corresponded with the Imperial Deputy Post-master General at Quebec, and received the following:—"Believing that Post Offices are "much wanted in the section of country pointed out by you, shall take up "the subjects of your recommendations, and endeavour to carry them into "effect."

During this comparative cessation of public measures in the House, work was going on in an adjoining committee room, considering grievances that were now necessary to be removed before any real progress could be made; though the wrongs of the country were hidden from the notice of the public by the mass of *grievances* discussed, some of them being the most Conservative institutions in the country—as the organization of the Episcopal body, and Government patronage.

The waves of agitation which commenced in Lower Canada, and whose occasional ripples were barely noticed in the Western Province, had now set in with increasing force; and in spite of the endeavours of the more moderate, here, its advance could not be stopped, until, like the others, it had spent its vigour on the strands of loyalty, and relapsed to its former bed. Under these circumstances, the present Parliament may well be said to have been a boisterous one. Mr. Mackenzie, who was returned for one of the ridings of York, took his seat in the new House, and soon after its opening, his influence was felt—and day after day, his restless spirit became more turbulent. Basing his arguments on the celebrated letter of Joseph Hume, on Independence, he, for the period of three and one half hours, occupied the time and attention of the House; but did not succeed in having any action taken thereon, so that the mention of it is hardly found in the Parliamentary journals of the day. Following soon after, by the appointment of his Grievance Committee, wherein was raked up a mass of evidence, in many cases condemnatory of every institution in the Province, shewing a grave state of affairs. Yet from the composition of the committee, and in many known cases, the distorted state of the evidence, the report presented by those gentlemen, although a valuable historical document, must not be taken as all truth, nor yet the perfection of fair dealing. The published report of this committee is a master-piece of Parliamentary book work, going into the most minute details on every subject, and fully bearing out Mackenzie's reputation as a keen and careful critic. The few specimens which follow, will give an idea of this extraordinary production.

That the document had its birth in a private personal feeling of Mr. Mackenzie's, there can hardly remain a doubt; and from a careful review of the state of the country, at the commencement of this agitation, we have no hesitation in believing that the Province of Upper Canada was in a very prosperous state; and if comparisons are worth anything, the rapid rate at which improvements and settlements were going on, up to this time, has hardly had, all things considered, a parallel since. Great public works had been completed, and others were advancing; the country was rapidly settling, and numerous schemes were in consideration for other useful projects.

A list of the private bills which were to be brought before this sitting, is in our possession, and those who fancy that men of 1835 were *slow*, will

think to the contrary, on reading the following Parliamentary bill of fare, viz:—A bridge over the Grand River. A harbour at Grimsby. A lock at Cornwall. Continuation of Yonge Street to Holland Landing. A harbour at Duffin's Creek. A canal between Lakes Huron and Simcoe. Lands towards the St. Lawrence Canals. A feeder to the Rideau Canal. Improvement on the River Lin. A Bank in Hamilton. A wharf in Haldimand. Improving the River Scugog. A boat canal from the Grand River to the Thames. A grant for the Desjardin's Canal. A canal across the Toronto peninsula. A railway or canal from Toronto to Lake Simcoe. Improving the navigation of the Ottawa. A railway from Port Stanley to St. Thomas, London, and Goderich. Water works in Toronto. A bridge over the Welland River. A railway from Hamilton to Port Dover. A harbour at Goderich. A street railway in Hamilton. Navigation of the River Trent. A canal across Wolfe Island at Kingston. A Wesleyan Academy at Cobourg. So that we here behold evidences of prosperity and advancement not often surpassed in older communities.

On the 5th of February they met, Mr. William Lyon Mackenzie in the chair. He commenced by interrogating the Governor's Secretary, Lieutenant Col. Rowen, and he was required to give answers to more than fifty interrogations on public affairs, which his duty, as confidential Secretary to the Governor, forced him frequently to reply, "It is not in my power to answer that question."

After him, the member for Middlesex, whose incarceration in London prison for three or four months next year, need not necessarily vitiate his testimony of what occured in his own riding.

"Are not the grants to a company of speculators residing in Europe, an "improper transfer of the properties of the Government?"

ANSWER.—"I have always thought the Canada Company one of the "greatest curses saddled upon the Province."

"Ought not the revenues arising from these lands, to have been applied "to the liquidation of war loss claims?" "Yes."

"Have not the Assembly, by its liberal grants in aid of inland navigation, roads, &c., given to the public lands their greatly increased value?" "Yes."

Mr. Dunlop interrogated.

"What was the original value of shares in the Canada Company?"

ANSWER.—"£100; £17. 10s. paid in: value of stock is more than double."

The Canada Company was chartered for raising the funds to pay war losses. Also considers the St. Lawrence Canals unnecessary.

169. Would it not be desirable that the Clergy and Crown Reserves, and all reservations of land, otherwise than for education, were disposed of for public purposes, under the control of the Legislature?—I do not think so, for I think the Legislature have shown themselves utterly incapable of managing their own matters, as witness the Welland and St. Lawrence Canals. I consider the St. Lawrence Canal not necessary in the present state of the country.

COLONEL A. G. W. G. VAN EGMOND, *Ross, Hullet Tp. Huron Tract, called in and examined.*

201. What price did the Company pay for the Huron tract?—About two shillings and tenpence half-penny per acre, sixteen years credit, without interest, and £48,000 sterling, allowed off to improve their own land, which I believe would be equal to about one shilling sterling per acre.

202. What are they selling the lands for?—From 12s. 6d. to 13s. 9d. per acre.

203. What is the extent of the tract?—They got one million two hundred thousand acres, from which one hundred thousand were deducted for a swamp.

204. How long have you been settled in the Huron Tract?—Six years this Christmas. I am the oldest settler in that tract.

205. Have the company taken proper means to encourage and promote the settlement of the tract?—For the first year, in Goderich alone; since then they have taken no pains to assist the settlers. Last year, there was a steamboat employed to bring settlers from Detroit to Goderich. Instead of attending to that they went several times on pleasure trips up Lake Huron, once for three weeks or so at a time. By that trip the settlement lost 60 Scotch families. From the best information I can obtain, we lost from 250 to 300 families, who chiefly settled in Michigan and, the other states, because the Company neglected them.

206. Are the agents to the Company kind to the settlers? No: they are, with the exception of Mr. Wilson, very arbitrary; they are very tyrannical. I speak of the agents residing on the tract.

207. What magistrates and Court of Request Commissioners have you?—Charles Prior, Jno. Brewster, and Captain Dunlop. They do just what they please. There are nineteen Townships in the Huron Tract, and only these three Magistrates.

208. Have the Company any road in the tract?—Yes, one from Wilmot to Goderich, and one from Vandersburg to London village. These roads extend upwards of ninety miles, and will cost about £17,000, which is allowed them out of the purchase money. The Company have also laid out about £5000 for Grist and Saw Mills.

209. Have any settlers been ejected from their farms?—Yes, they are scared out of the tract and ejected without any form of law or justice. Many persons have been driven out of the Territory; there is no other law there, except what the Company's servants make. We must be very polite to the Agents.

210. Are the Company empowered to impose on settlers such terms as they please?—Yes, they are.

211. Is there any difficulty in getting titles of letters of occupation?—They have sometimes to wait a little, but they get them. Public lands sell in the United States at 6s. and 3d. per acre, and are likely to be brought down to 3s. 9d.

212. Do the Company take large sums out of the country?—Their profits in 1833, were £28,000, sterling, after paying all expenses. The Stockholers chiefly reside in England.

213. Do the European working settlers express themselves satisfied?—Dissatisfied in the highest degree, from whatever quarter they come.

214. Are there any schools?—One in Goderich. The Company do not now support any other school that I know of.

215. Is money plenty?—Perhaps as much so as in any other place. Mr. Taylor keeps a private Bank, and issues notes from one dollar to a pound—they circulate among us.

216. In case Huron should be formed into a county, where would be the best polling places?—One at Goderich, and one at the place where the big Thames River crosses the Huron Road, about thirty-three miles from Goderich.

217. Where do the magistrates lay out the monies they receive for wild land taxes?—I do not know.

218. What is the established religion in your Tract?—There are no ministers of religion of any kind in the Tract, nor is there any militia.

219. What is the population of the Tract or country?—Report says 2,000.

220. How do the Company pay for the work they get done?—For the first five years they paid two-thirds of the labor in land, at 7s. 6d. (which cost them not much more than one shilling an acre) and one third in money.

DR. STRACHAN *called in:*

543. Does not a vast annual additional expense fall upon the Province, owing to the continual rejection of bills of a general character, sent up by the House of Assembly, rejected in the Legislative Council, and again introduced, debated and sent up by the House of Assembly?—I beg leave to state that the Legislative Council reject no bill without good reasons, and that body has always appeared to me to have made the good of the Province much more its study than the House of Assembly, and need fear no comparison in true patriotism, wisdom and ability.

545. Would not the British Constitutional system, by which the head of the government is obliged to choose his councillors and principal officers from among men possessing the confidence of the popular branch of the Legislature, be more suitable to the wants and wishes of the country, if adopted in Upper Canada, than the present irresponsible mode of government. I do not believe the government is an irresponsible one; the rest of the question is too vague to admit of a definite answer.

546. In what way is the government of this colony responsible to public opinion, as expressed by the representatives of the people in Parliament?—I could not answer that question otherwise than by saying, that the government is quite as responsible as any other government.

547. [The witness is shewn the Post Office Return, and asked] What mode would you reccomend for the better government of the Post Office, and for allowing the controul thereof to the Colony?—I have not given the subject consideration.

550. Do you think Lieutenant Governors, of themselves, possess sufficient knowledge of the inhabitants of the several districts to enable them to select judicious persons as justices of the peace?—Certainly I do, for they have the best sources of information, and are quite independent.

Beyond the samples given, we have grievances of officials of all grades, ministers of all sects, complaints to the Governor, and with his sharp replies. The evidence contains accusations of a Catholic Priest against his Bishop, supported by correspondence; and as the testimony principally terminates two or three years back, most of the grievances appear to have been imported from home. It contains a sad interest however, as a little over two years after, the chairman and members were incarcerated, banished, and some of the witnesses even suffering the extreme penalty of the law in hanging. And we may well imagine, showing its progress it was untasteful, and that the

items, however animating to the actors, yet in a dozen letters during this session, from our subject, have a clause of "nothing doing."

Mr. M. returned from Toronto on the 16th April, and made preparation for the early opening of the canal. The old steamer *Caroline*, which had previously plied on the canal between Port Robinson and Buffalo, being found too much worn for the service, was repaired in St. Catharines, and rendered more powerful. Two other boats were placed on the route from Buffalo to Chippawa. An effort was also made to place a fast steamer on the lower lake between Port Dalhousie and Toronto, but failed through the opposition from Niagara. The Grand River Company offered the use of their route to passenger steamers, free from toll, so that every inducement was held out to make the transit as rapid and commodious as possible.

A large and respectable class of emigrants came to this country during the summer; amongst those who chose St. Catharines for their home, was Mr. Taylor the father of our present eminent brewer. This gentleman, in connexion with Messrs. Truscott & Green, of Toronto, first started the Farmers' Bank, which for a time was a great benefit to the country in supplying the wanted circulation. He afterwards went into the brewery business, in partnership with Mr. Bate, who had previously purchased the business carried on here, by Messrs. Garrison & Little. They removed the works to the site they now occupy, near the old distillery grounds owned by our subject twenty years previous, and at present extensively carried on by Messrs. Taylor & Bate, both sons of the former gentlemen.

Among the new comers whose appearance requires notice, as being identified with the improvement of the place, was a widow lady named Myers, from London, related to Charles Rolls. The family taught drawing lessons, and the works of her son Hopner still decorate some of our oldest drawing-rooms.

St. Catharines was much noted at this period for being a haven of refuge for the numerous runaway slaves who escaped from their southern task-masters. In July of this year a daring attempt was made to kidnap a number of them over the line; and those engaged in this nefarious business succeeded in bringing off a man named Stanford, with his wife and child. On the fact becoming known, a large number of the coloured people around turned out and pursued the would-be captors; overtaking them near Buffalo, and bringing them back, as well as two ruffians of their own colour, who assisted in the kidnapping—one of these was sent to the Penitentiary for five years, the others got clear.

Since the departure of the last incumbent, the church had been presided over by the Rev. Mr. Clark. He came in company with Rev. Dr. Mack; these gentlemen, with others, were sent out by the Society for the Promotion of Christian knowledge.

The old Episcopal Church of St. Catharines having been sold to the Methodists, on Monday the 27th of July, was laid, with Masonic honours, the corner-stone of the new Episcopal Church, on what was then known as Academy Street, in St. Catharines. The affair was the occasion of a grand demonstration in the village, and the building erected, though long in completion, was for many years considered one of the finest in the district, and an important ornament to the place. The new church was named in compliment to George Adams, Esq., if not the oldest, from the number of his descendants who attended there, was entitled to be considered the patriarch of the society.

On the canal Mr. Merritt caused improvements to be made. A number of imperfect locks were thoroughly repaired, and the tow-path and other accessories were put in good order; so that all the requirements of the time were fairly met by the company—and the traffic passed on satisfactory.

Navigation being closed, the usual Anniversary celebrating the completion of the canal was held at the St. Catharines House on the 30th of November, with a great amount of enthusiasm and good will. But occurrences transpired in the mean time that called another meeting, not quite so peaceful in its demonstration. The occasion of this had been that during this year Mr. Mackenzie was appointed one of the Canal Board, on behalf of the Government. He spent the entire Autumn in looking over the books of the company, and we regret to state, that whilst enjoying the friendship and hospitality of our subject, he so far forgot his position, and transcended the limits of propriety, as to obtain his (Mr Merritt's) private memoranda, and afterwards publish the same in his general charges against the officials of the Welland Canal. At this meeting Mr. Merritt observed that Mackenzie had directed his attacks against others, indeed; but he had no doubt the whole was intended for him. Although the errors he mentioned are too small and unimportant to be taken notice of, yet we might say, that there are few undertakings at that, or the present time, of any importance, where every interest had to be wielded to the best possible purpose, which will bear the same scrutiny as what we now term "the secret service of the Welland Canal, and Mr. Merritt's connection therewith."

The unusual emigration to the Prairie States, and the shortness of the crops, changed the course of shipments; so that we see a consignment of grain arrived this fall, in Quebec, from Hull, and we hear of a cargo of 500 barrels of flour sold at Chicago, for $9 per barrel.

The last day of the year has an article on the entire opposition between the Parent Government and Lower Canada. The Government had sent out a Commission with the new Governor, to settle the difficulties. Their Parliament had met a fortnight before, and were given the unconditional management of their funds. But their first act was to donate from them a salary to an agent to proceed again to England, although their former agent

had been superseded by the Commission. The Constitutionalists, composed of the English inhabitants of Montreal, raised a rifle corps numbering 800 men, and though not acknowledged by the Government, offered the first serious resistance to the national movement.

1836.

The House opened on January 14th. The Governor in his speech noticed the falling of our securities in England, and other checks to progress through the stand taken by the Lower Canadians. The subject of the war losses was brought into it, by an offer from the Imperial Government of £36,000 if the Canadians would pay £20,000.

On the 21st of January, Mr. Merritt rose in the House to answer the charges brought against the canal management by Mr. Mackenzie, and his speech on that occasion is a sufficient evidence that the agitating member had for once met his match. We need only state that the position in which he places Mr. Mackenzie is neither flattering to that gentleman, nor creditable to his backers in the House. Those from the frontier, we have already shewn, were, from the beginning, opposed to the canal.

On the 21st of January the new Governor, Sir Francis Bond Head, late Poor Law Commissioner from England, accompanied by his son and Mr. Joseph, a clerk in the Colonial Office, drove up to the St. Catharines House, and took up lodgings for the night. An opportunity so favourable for the display of the people's loyalty was not neglected. So an address was presented next morning before leaving for Toronto. They wisely eschewed all political intent, and congratulated His Excellency on his arrival in the most prosperous part of the Province, hoping that this prosperity would still be continued under his administration. A satisfactory answer was returned, adding as a favorable augury that this first address was altogether unconnected with politics. He arrived in Toronto on the 26th, and entered at once into the administration of the Government; Sir John Colborne taking his leave.

There are but few Colonial Governors whose biography will pay the trouble of searching out, and those few from their lengthy stay, identified with American history. Sir John Colborne is one of them, whose administration led to a revolution in Canada; and then with extended authority the military power of Great Britain crushed it out. Those who were witnesses of the improvements, both social and educational, are willing, however, to give him credit for their good intentions towards the people over whose interests he was appointed to superintend.

On the 27th, commenced the labours of the Commission appointed to investigate the charges of Mr. Mackenzie against the officers of the Welland

Canal Company. Their report forms one of the largest volumes of documents on a subject of provincial interest. Its cost to the country in that light was but the small sum of £20,000. It has been of essential use in this biography in obtaining correct and reliable data of our public improvements.

"TORONTO, 17th April, 1836.

"My dear Catherine:

"I would not have wrote you this day, if I returned immediately at the close of the session, which will be closed on Wednesday next, but as I expect to remain here a few days longer, until Saturday, drop you a few lines to account for it,—and when on the subject, wish you to write to your Pa or Ma, mentioning that the Committee has reported on the Welland Canal affair. The farce has ended. And after being tried by our enemies, we have been acquitted with credit. Even my political opponents expressed their astonishment. The editor of the '*Correspondent and Advocate*' wrote me a letter on the subject, and everything has ended as satisfactory as I could desire. But it is no gratification to me personally. My hope is that great good will arise from it to the undertaking itself. We have passed a bill through our House, which, if carried into effect, will satisfy me well for the loss of this entire winter.

I am, your faithful husband,

WILLIAM HAMILTON MERRITT."

The author of the "Life of Mackenzie" mentions a number of grave charges in connection with the management of the Welland Canal, and bases their correctness on a private letter written by Francis Hincks to Mr. Mackenzie, at the time. As a sample of this authority, we extract the following from this letter, viz: * * * * "I now repeat, and am willing to stake my character on the truth of it,—that for several years they are full of FALSE and FICTITIOUS entries—so much so, that if *I was on* OATH, *I could hardly say whither I believe there are more true than false ones*," *&c., &c.*

Mr. ~~Lucas~~ Lindsay, in his introduction to his father-in-law's life, says: "In the "private documents in my possession, I found much that had never seen "the light." We can hardly say for this extract that "the use I have made "of these documents, will, I presume, not be regarded as *unwarranted*." Nor, will the plea that he had never been in Canada till several years after the rebellion, excuse it. Mr. Hincks' evidence before a Parliamentary Commitee, consisting of ten or more pages, was to be had—which, for the sake of the gentlemen with whom our subject had much intimate connection, it is our unpleasant duty to correct, by a short extract from the said evidence:

"Can you, from the manner in which the Books of the Company have "been kept, impute fraud to any one connected therewith?"

ANSWER.—"I have already stated that *I really do not think that any* "FRAUDULENT INTENT *can attach itself to any individual connected with the* "*Books of the Company.*"

"My Dear Sir: "TORONTO, 6th March, 1836.

"I have delayed writing you for some time, in hopes of having closed my present concerns here—but as this is not likely to take place for some time, will delay no longer. You are aware the House of Assembly appointed Wm. Lyon Mackenzie, a violent and unprincipled party man, one of our Directors last year. This man, for certain party purposes, published a paper called '*The Welland Canal,*' making sundry charges against the management of the Company, but principally *aimed at myself.* At the opening of our present Legislature, I called for an investigation, giving in my remarks a brief statement of his proceedings. A committee has been appointed, consisting of seven members, six of whom are of his party, and five his personal friends. He also has a decided majority in the House, which, of course was the cause of obtaining a committee of his party. Now, as you are well aware of the '*justice*' which partisans or party men generally award to their opponents, you may readily infer what chance we have of a fair and impartial investigation: add to this every person who has or may entertain any personal prejudice or ill-will against any officers of the Company, or against myself, respecting any transaction relating to the Company or my private business, for the last thirteen years it is produced, and we have had transactions with some *thousands* during that period, all of which gives our adversary such a manifest advantage, that our proceedings must have been rather more than human to escape censure, and to subserve every possible circumstance he has preferred—thirty-two separate and distinct charges. Nevertheless, I am sanguine we will refute every one of them, but it requires great diligence, research, and much trouble, and after all, no gratification, and no useful purpose gained when ended, even should our management meet with every approbation. But so it is, we are brought into it, and must resist. I mention this circumstance to show that you are not alone in difficulties over which you could have no control, and which no human prudence could avert. However, I assure you I feel more anxiety and apprehension on your affairs than my own, inasmuch as you have arrived at that time of life when rest and quietness should be your reward. Whereas, I am still in the meridian of life, and feel every inclination to call all my faculties into action to resist the most heartless persecution I have yet met with."

"I remain, your affectionate son, W. HAMILTON MERRITT."

The old church in St. Catharines, after forty years usefulness, was completely destroyed by fire, as we see by a letter from Mr. Mittleberger to our subject, at this time. It runs thus:

"Dear Sir: "ST. CATHARINES, 5th March.

"In consequence of a protracted meeting being held in our old church last last night by the Canadian Wesleyan Society, we are deprived of it altogether. It is not known exactly how the fire occured, but the presumption is that it was occasioned either by the stove pipe, or more probably, by an accidental candel spark, about the pew of G. Adams.

"The main object of this, is to ask whether you and Mr. Clark, as Trustees of the Grantham Academy, have any objections to our using the upper part of the building for the performance of divine service, until the new Church is completed? Yours faithfully, H. MITTLEBERGER."

"To William Hamilton Merritt, Esq.,
M. P. P., Toronto, Ont."

Very little useful legislation was effected this session, (except a motion, which was moved by Mr. Park, in the House, that the sum of £50,000 be appropriated for roads and bridges, which was carried almost unanimously,) although it was remarkable for a great amount of free, not to say treasonable speech, which resulted in the stoppage of the usual supplies to support the Government. A motion was also made to pay William Lyon Mackenzie ONE THOUSAND DOLLARS for his *services* as Government director of the Welland Canal; and although pressed with all the vigour which *himself* and his friends possessed in the House, still, failed to pass. Mr. Merritt was at home during part of the session, preparing his communications to meet the accusations of Mr. Mackenzie.

The House adjourned on the 20th of April.

On the 28th of May, the Governor dissolved the House and ordered a new election, the writs to be returned on the 16th of July. Among the improvements we notice a fine steamer, the *Haldimand*, was launched at Dunnville, for the express purpose of plying on the Grand River.

The Niagara District Mutual Insurance Co. was also started in St. Catharines on the 18th of May, in this year. And the subject of opening a direct communication with the Junction, afterwards incorporated under the name of Merrittville, with other improvements of a similar nature was discussed. The Government had been very liberal in its appropriation by macadamizing the stage road; but the financial depression and political disturbance that followed, put a stop to all local improvements.

The subject of a through line of railway from the Niagara to the Detroit River, had for some time occupied the attention of the people on our Western frontier, and on the 1st of June in this year, a large and influential meeting was held at Sandwich, presided over by the late Col. John Prince The ordinary organization was completed, and stock books were opened throughout the country, those for the Niagara district being placed in the hands of Mr. Merritt.

The Haldimand election resulted in Mr. Merritt being again successful, although he was strongly opposed by Mr. Davis, a local gentleman, and professing to be of the same political party as our subject.

The election occurred on the 1st of July, 1836, and the author, who was present, has for remembrance a gathering which, for riot and drunkenness, though his own village could get up no tame display, exceeded everything he had ever seen before, and challenges the world to beat the Grand River roarers in their peculiar line.

Things looked pretty dark for the first day or two. The roads were bad, and the farmers disinclined to come out. But when Squire Evans, after a great deal of coquetting, cast his vote for Davis, the Dutch came out in troops, and the day was ours. A celebration had been indulged in on the return of the victor at St. Catharines, Mr. George Rykert. On Monday, it

was ascertained that Mr. William Hamilton Merritt had been elected for the County of Haldimand, by a handsome majority. Accordingly, in the evening the usual demonstration of joy was enacted, kept up by a public dinner, on Tuesday, for both of the members.

Whilst political strife was exciting the people of Western Canada, we have, at this stage of our biography, to record the death of an American citizen, who in reality was more to this country than many *patriots* who aspired to that dignified title. On the 10th of July in this year, J. B. YATES, Esq., died at his residence in Chittenango, N. Y., and as the deceased and our subject, in connection with the Welland Canal and other important works, were on more than intimate terms, we propose to enter briefly into an account of this gentleman. Descended from a highly respectable family who inhabited the Valley of the Mohawk, his father being an officer with the rank of Colonel in the continental army, during the Revolution, connected by the ties of kindred to these good old loyalists the Butlers of the Rangers, and others. Mr. Yates was brought up with all the acquirements of a well-to-do citizen. At the early age of eighteen he graduated at Union College, and afterwards applied himself to the study of the law, in which he was subsequently distinguished. In 1812 he held the position of a Captain of Militia, under General Wade Hampton, and during a part of the war he was actively engaged on the Niagara frontier, and was afterwards appointed *aid-de-camp* to the Governor of New York State, with the rank of "Colonel." In the fourteenth Congress he was elected for Scoharie and Schenectady, and was afterwards appointed Government manager of the New York State lotteries, also the Judge of Madison County Court, and afterwards Chief Justice, together with being member of the Legislature of his native State, which position he held at the time of his death. In his regular visits to his relatives the Butlers, near St. Catharines, and through perhaps Dr. Prendergast, he became acquainted with our subject, and, as already mentioned, when the Welland Canal scheme was first proposed by Mr. Merritt, Mr. Yates was the principal capitalist, who advanced a large portion of the necessary funds. His expansive views at once grasped the magnitude of the work, and principally by his advice its enlargement was decided upon. In its numerous phases he was *always* its friend, and his confidence in our subject was manifested on every occasion where a great work was projected and funds required. It is unnecessary to be individous, yet we think, that were it not for the assistance of Mr. Yates, the success of the canal, at this time, would hardly be accomplished; and his death was deeply regretted by all the well-wishers of the enterprise. One of the principal streets of St. Catharines now bears his honoured name, and the following lines from the Chittenango *Herald* truly describes the character of this great and good man:—

"In contemplating the character of Mr. Yates, we find high moral and intellectual worth most harmoniously blended. Possessing naturally a mind of fine texture and high order, it had been adorned and cultivated by extensive literary and professional attainments. These he brought to bear with power on every department of life. As a public man, he shone in the lustre of his native character in every station of honour, trust, and influence, which were conferred upon him. Prompt, decisive, energetic, and persevering, even at the sacrifice of health and personal comfort, in the performance of his public functions. His views and plans were of an enlarged and comprehensive nature, beyond the scope of ordinary intellect. But, while in public life he shone with lustre, in private he gleamed with brilliancy. By his superior intellectual and moral attainments, by his urbanity of manners, by the overflowing benevolence of his soul, by his amiability of disposition, he was pre-eminently fitted to gain the affection and secure the confidence and respect of all who knew him. Universally beloved and esteemed, not through the effect which wealth or honour produces, but as the necessary and invariable result of the private virtues of his character. Every one was his friend, and his praises dropped from the lips of all."

August 4th.—The project for erecting a chain Suspension Bridge over the Niagara River, at Queenston, had been set on foot. "The bridge," adds the *Journal*, "will have the largest span of any in the world of the same kind."

September 15th.—The Governor, after an extensive tour of the Province, north and east, proceeded to St. Catharines from York, via Niagara, "whence," says the St. Catharines *Journal*, "after staying all night, departed on horseback, with his son and secretary, Mr. Merritt and others, up the line to Port Colborne, thence to Marshville and Dunnville. The Governor and suite then proceeded to Sandwich, and returned by London, Brantford, and Hamilton.

October 13th.—Lower Canada troubles, at the termination of the Legislative Assembly, shews that further parley would be worse than useless. The King's ministers must either knuckle to Lower Canada, or they must exercise the strong arm of the law.

The Montreal *Gazette* says, "A Legislative union is now inevitable."

The author visited Quebec at the opening of the session, where he had the satisfaction of a personal interview with the distinguished L. S. Papineau, speaker, and most influential leader in the House.

Mr. Merritt addressed the electors of Haldimand, in October, after his third contest—noticing the great prosperity of the neighbouring republic, and especially New York, since the completion of the Erie Canal: this was effected by the Government borrowing the funds necessary to finish the canal; and that credit had been procured, carrying out the expansion of business necessary to its full use.

After complimenting the liberality of the Legislature in voting £300,000 for the improvements in the St. Lawrence, he says: "Your county perhaps, has been more benefitted than any other portion of the Province."

The following is extracted from Mr. Merritt's address "to the freeholders of the County of Haldimand," on the absorbing topic of politics:

"The Government of the State of New York being administered by a Democracy, this is, by many, considered the best adapted to a new country, and their prosperity is ascribed to that cause; but this argument is fallacious. If the Government was the true cause, it would not only be our duty, but our individual interest, as well as the interest of our posterity, to use every peaceable and legitimate means to bring about that form of Government, which produces such beneficial effects. But by extending our views to Great Britain, the delusion vanishes, since we perceive that similar effects are produced in the mother country. In England and Scotland, you will find the cheapest and best articles. They excel the different branches of business in America, in the same ratio that they excel us. *The form of Government*, therefore, not being the cause, we must look for some other principle of action; which is none other than *an extended system of public credit.* In England, a merchant, mechanic, or operator, can carry on as extensive a business on £4 capital, as in this province on £100—the command of capital in business being nearly equal to the possession of it.

"In America, £6 will command £100, and this is the real and true cause why different branches of business can be conducted with greater certainty and profit, on the other side, than with us. The practical operation of each separate branch of business could be easily pointed out, through every stage; but two or three instances are sufficient to elucidate the subject.

"The extensive *system of credit*, so successfully adopted in New York, enables a wholesale merchant in that city to command ready money, with which he can purchase goods at the cheapest rate in the manufacturing towns of Britain. *The same system* has established splendid lines of packets, to convey them at regular and stated periods, with the greatest facility and expedition, across the Atlantic. *The same system* gives him time to realize the proceeds before payment of duties. *The same system* provides the Western or country trader with ready money to pay for them, which thus enables the importer to make quick returns, whereby he transacts an extensive business with a very limited capital.

"All I require for my fellow countrymen is a fair trial. Let our Legislature arouse from the torpor which has subdued them heretofore. Let them bring into action the public credit of the province—obtain a sea-port, and establish a Bank immediately, to represent the entire wealth of Upper Canada; and lend us as much money as we require, on the best security. If we do not in three years, show more enterprise, greater industry, and more energy, than the citizens of the state of New-York, or any other state —forever brand us as an inferior race of mortals—but not until after the trial is made.

"To the present Legislature, we may look with confidence for the adoption of bold and energetic measures, so as to retrive this province from the incubus which has for many years retarded its prosperity. All are aware of its necessity; and if another session passes over without effecting the desideratum required, no one will feel a greater disappointment than

"Your obedient servant,

"October, 1836. "WM. HAMILTON MERRITT."

That, and the next one passed without it; and then came the Rebellion.

October 29th.—A meeting was held at Thorold, for the purpose of pe-

titioning Parliament for the removal of the County buildings from Niagara to a more appropriate place.

On the same day, a meeting of the young men of St. Catharines was called, for the purpose of forming a debating society, in which Pelton, Emery, Lewis, and the author, appear as a committee to draft a constitution and by-laws. As this preceeded the Athenæum, and was the first attempt of the kind, it must be put down as the inception of literary and other associations of this place, and father of the Mechanic's Institute.

During the Summer, several surveys were made on the canal by Mr. Macaulay, the President, who also belonged to the Royal Engineers, and by Messrs. Baird and Killaly, of the Irish Board of Works.

The name of James R. Benson appears among the Mutual Insurance officers.

The Report of the Canal Board appeared on the 4th of November, giving a favourable statement of the year's business.

Mr. Merritt set out in the stage, on the 5th of November, to attend the House.

November 8th.—The House opened the first session of the thirteenth Parliament, 7th year, William IV., Sir F. Head, Governor. In his speech he said:

"As regards the duties of my station in the Legislature, it is my intention, as long as they may be confided to me, to occupy myself to the best of my ability, in the internal improvement of the country; in the impartial administration of justice, and in maintaining unsullied the commercial integrity of the Province."

The House organized under Archibald McLean, speaker, and returned a favourable reply to the Governor's address.

9th November.—Mr. Merritt gave notice of a Provincial Bank scheme, whose profits for ten years were to be loaned for finishing the public works. He also brought in a measure to regulate the expenditure of district funds.

The preliminaries in an entirely new House, occupied much of the time, and a personal exhibition of the Canal being necessary, within the fortnight, we find him back again. From Mrs. Merritt's journal we read:—

"Mr. Merritt got home about 9 o'clock at night. Left again at daylight, with a party of gentlemen for Port Dalhousie: returned at 10, but never sat down, and started for Gravelly Bay."

This inspection occupied him for the rest of this month. On his return, the contested election of William Lyon Mackenzie, with others, occupied the attention of the House, and not much was done till the Christmas holidays.

On the 29th, appeared the Report of the Select Committee on the Welland Canal, which reported the arrangement with the stockholders, ultimately adopted—that when the receipts amounted to £50,000 per annum, the Government should pay six per cent. interest upon the stock: from the date of payment,

the revenue from the canal in 1852 was £50,000—when the stockholders received the whole of the principal and back interest.

November 28th.—The Welland Canal Company held its last celebration coalescing with the St. Andrew's Club. E. W. Stephenson, Thomas Gibson, A. K. Boomer, stewards. Col. Clark presiding and retiring in favour of the Engineer, Hall, president of the St. Andrew's.

December 28th.—The Grantham Academy was advertised to be sold by the Sheriff, to weather off financial difficulties; but the catastrophe was for this time averted by the stockholders satisfying the judgment, and stopping any further expense, by handing the use of it and entire management over to Mr. Thompson, in consideration of his keeping therein a school for classical and commercial instruction.

Mr. Van Bureau elected President of the United States.

Mr. Merritt left with his second son, who was a student of the Upper Canada College since Easter; from whose journal we quote:—

"At Christmas, Pa, with the other members took a holiday. Several went home with us. It was a royal time—cold to excess. But our large cloaks, and high spirits (at least, mine) kept off the cold."

His further account describing the holidays, we reluctantly omit. They were terminated by returning to Toronto by stage.

1837.

Mr. Merritt, in noticing his trip to Toronto, says:

"We had an expeditious, but cold trip. An accident occured on our arrival: turning down Bay street the sleigh upset, by which one of my ribs was injured.

"On the 4th attended the House.

"9th.—Not as well as usual, having a cold added to my damaged side. I hope the ensuing week will bring forward some measure in which I do take an interest."

He also orders that the young members of his family, during the evenings when not engaged at their own studies, teach the domestics—adding, it would be of more service than their wages: a very little time will effect it.

After the 16th, side better. No more mention of the up set, except on 23rd.

"I have entirely recovered. Tell your Ma her dream is partly verified. There is effectual aid granted to the Welland Canal of nearly $1,000,000."

On this grant, his old friend Chief Justice Robinson, writes:

"I have very great satisfaction in congratulating you upon the liberal and decisive measures which the Legislature have at length adopted. It is of great consequence that the grant now made by the Legislature, should be judiciously applied: and it is no less due to the stockholders than to yourself, that your name should continue to be associated with the work, at least, until all difficulties

are removed. He is well acquainted with the interests af the work, which, perhaps, none of the New York stockholders, since the death of Mr. Yates, were."

He writes, on the 3rd of April:

"I apprehend great difficulty will be found in raising money to carry into effect the act passed last session. If you are not a director of the canal, I should hope the Board will offer you the appointment of superintendent. If they do not, however, one of the Government directors, Mr. J. Wilson, should resign."

The Report of the Select Committee on the subject of "Trade and Commerce," with its appendages, would form a respectable pamphlet, carefully prepared. It compares the former advantages of the St. Lawrence, saying, "up to 1820, our products and property commanded higher prices than similar articles and property on the opposite side of the frontier." Showing that advantages would again arise, under a judicious Legislature, when the St. Lawrence canals were finished.

"The antagonism of the Lower Canada Legislature, is shewn by an act this Spring, subjecting our trade to an inquisitional examination; and it was so absurd in its provisions, that it could never be carried into operation.

"They charge $1 for each boat, and the declaration at Coteau De Lac, which is similar to that, entering from the sea:—Name of vessel, and master: number, and country: destination, &c: account of lading: number: quantity: quality: consignment, including the particular marks and bulk unbroken since loading.

Then the distribution of the revenue collected being according to the number of the population, which, being less than Lower Canada, was as 7 to 8, the product of Upper Canada. To remedy all this, they recommended an address to petition the Imperial Government for a sea-port. They also bring the subject nearer home, by praying for the reform of their restricted tariff, with a hint that it would be better for both parties to leave the regulations of their commerce to the local assembly. The continuance of these restrictions on our trade, has a tendency to create mischief, by enabling persons to name articles prohibited by Imperial Act, and subject to higher duties when imported from other ports.

"We also pray for the admission of our products in Great Britain free.
"February 15th, 1837. W. H. MERRITT, Chairman."

During this Session, a number of important bills were passed through the House, and a large share of Legislation was seemingly bestowed upon the Welland Canal. Acting on the series of resolutions which the Committee had brought before the House, a bill was brought in for the purchase of the canal by the country, which passed through the House without much opposition. By this Act, the private stockholders were not bought out; but the several loans of the Province to the company, were converted into stock, and a further sum of £245,000 subscribed by the Government. Arrangements were also made towards paying the company's debts, providing for the construction of enlarged stone locks, &c., &c. So that at last, we find that the utility of this work is fully recognized. By this measure the direction of the works was vested in the Government, they having a majority at

all meetings of the Board. The Bill for the establishment of a Provincial Bank, which was brought in by our subject, and, we think very well managed and explained by him, failed to pass, although a majority of "ONE" was only recorded against it on the journals of the House. He occupied the important positions of Chairman of the Committee on Trade and Commerce, and also Chairman of the Committee for the improvement of the St. Lawrence, during this session, in which he strongly urged upon the Government the advisability of pushing on those works.

Mr. Merritt, as usual, when he felt his measure secure, delayed not for the formal closing of the House, but set out at 5 o'clock on Friday evening, arriving home at 3 o'clock, P. M. next day.

After the closing of the House, he attended to his usual business on the canal, where, from recent legislation, strenuous efforts were put forward to accomplish the extensive repairs required, before the opening of navigation, going through the line by the feeder, 12th March.

In his memoranda of 21st March, we find a scheme whereby the original canal stockholders should be participants in the increased income to be derived from the new canal, they paying their fair share of the expenses. He also urges the necessity of supplying the enlarged work with water direct from Lake Erie, as he seems to have some doubts as to the capacity of the feeder to fully meet the requirements of the enlarged locks, &c.

Mr. Merritt also endeavoured to get the Government to purchase and control the Grand River Navigation Company's works, but failed to do so, in consequence of which his heavy interest in that undertaking became worthless, and has never since its being finished, realized a cent.

As mentioned before, he had become, along with Mr. Yates and McDonnell, personally responsible for the funds which were required to complete the canal to Lake Erie; and the conduct of the House in this instance, reflects the highest honour upon their patriotism, as it presents a striking contrast with their political opponents in the last House; but to get action from the Government was still to be effected.

At the annual election of the canal Board this year, we find that Mr. Merritt's name is not in the direction. This was a rather under-handed attempt to "sack" him from the Board, which was solely the cause of his declining to serve, as the following memoranda of his own will show:—

"April 3rd.—The election took place for directors for the private shareholders. Captain Eccles showed me a letter from Creighton, naming McDonald or Butler for directors. This gentleman had been to New York for some days, and had returned, keeping everything secret until this morning. I have no reason to complain of the decision of the Stockholders, but, my conduct heretofore has never warranted this secret, suspicious, distrustful proceeding. I had 88 votes on the old proxies, and there were only 66 against me. However I declined exercising my power, and allowed the election to terminate as the New York shareholders wish, &c."

As already intimated, new directors were elected into the Canal Board, and the occurrence was the cause of considerable personal annoyance to Mr. Merritt, who was fully convinced that means outside of the ordinary course were resorted to, in order that this act should be accomplished. That the proxys of the New York stockholders should be given to Mr. Eccles, seems strange; and can only be accounted for, either through mis-statements on the one side, or a lack of knowledge on the other. No doubt, hopes had risen among the Niagara people, from a large grant of the canal of the last session, that the termination might be changed to their own town. How far our ideas on this point may be correct, the following correspondence will shew:—

"ALBANY, April 14th, 1837.

"DEAR SIR:—

"I received, three days ago, when much indisposed, your letter of the 4th instant. I am yet unwell, but will no longer delay answering you.

"Some time in the latter end of February, Capt. Eccles, of Upper Canada, called on me, in relation to the Welland Canal, and the act of your Legislature concerning it, which had just passed. He stated that he was on his way to New York, to consult the stockholders there, and procure their assent to, or acceptance of the law; and he informed me that Captain Creighton was then in or near New York. I stated that I could not then say or do anything in the business, but that I would acquiesce in any measures that Mr. Henry Yates and Charles Yates might agree on. Captain Eccles immediately proceeded to New York, and very soon thereafter, I received your letter of the 21st February, and presuming it might have influence on their deliberations in New York, I sent a copy of it by the next post to Mr. Henry Yates. Some time afterwards, Captain Eccles returned, with powers executed by my friends in New York, to vote for directors at the next election, which I executed also, as a matter of course. I gave the matter but little consideration, my wife at the time being dangerously ill, and I do not now recollect who was named as our proxy.

"It appears from your letter that you are impressed with the idea that your character has been assailed by some one to us. I can assure you that it was not done to me. Captain Eccles informed me that it was in contemplation to change the route of the eastern end of the canal, as I think, from the foot of the summit to the mouth of the Niagara River, &c.

"I am, dear sir, with sincere respect, your most obedient, servant,

"To WILLIAM HAMILTON MERRITT, Esq. A. W. McINTYRE."

Although the ordinary course for him to have taken under the circumstances, would have been to have looked after his own interests, yet, from his memoranda, we find that he is acting with all the energy at his disposal to secure the interests of the private shareholders as well. On 3rd April, he writes to secretary Joseph, on the subject of relieving himself and friends of their private responsibilities, and the answer he received thereto was curt and unsatisfactory; yet, stating that the Governor would see him personally, on the subject. Accordingly, on the 22nd of April, he went to Toronto, but received no satisfaction. On the 28th, the Board met, and appointed Mr. Macaulay, of Toronto, as President of the Company. Mr.

Merritt accompanied the new. Board over the line, to Dunnville, where he left them, and proceeded to Seneca, where the annual meeting of the G. R. N. Co. was to be held on the 1st of May. At this meeting he declined re-election as a director, on the grounds of living so far from the work.

On the 8th of May, he again visited Toronto, (the Board having again in a measure established their head-quarters in that city,) but failed to obtain any answer from them on the subject of a money advance.

Although the Legislature had, at their last session, provided ample means for large improvements, and paying off the obligations of the company, yet we find that with the novel management of the canal, procrastination was undoubtedly the order of the day; and no action was taken in the matter until the monetary crisis of this year set in; when, with the premonitory symptoms of rebellion, and state of general confusion prevailing, it was at that time almost impossible to obtain the necessary funds: hence, Mr. Merritt remarks:—

"The evil of procrastination on a work of this magnitude, importance, and utility, cannot be foreseen. Before leaving Toronto, (at the close of the session) I had written the Governor, requesting him to issue the debentures to the old directors, before the election of the new ones, that their obligations might be provided for, and they be relieved from their responsibilities. I had made arrangements with the Bank, in a way that £25,000 cash was secured on those debentures. I also urged Mr. Joseph, on the day of election. On the 10th of April the panic had occurred, owing to failures in England, when no money could be obtained. The same procrastination has prevented the piers at Port Colborne and Grand River, from being repaired, and also the lock at Dunnville. Everything remains in a state of suspense."

And after mentioning the names of eleven professed engineers, and as many commissioners, who had examined and reported on the canal, since the beginning, as well as the annual reports of the Company, since 1824, he asks:

"Whence the necessity of creating further delay, by employing more engineers and commissioners?"

Small as well as large interests were affected by procrastination.

CAYUGA, 10th May, 1837.

"DEAR SIR:—

"I am requested by John Norton and J. J. Lymburner, to inform you that the contractor for building a bridge over Norton's Creek, has commenced the work, and according to his agreement with the commissioners, will require an advance of money very soon. Will you have the goodness therefore, to order the money granted for building said bridge, to be forwarded to the care of Mr. St. John, Dunnville, that the work may not be delayed for want of funds.

The inhabitants of this part of the country must feel under great obligations to you, for enabling them to get bridges erected over Norton's and Tunis' Creeks. I am respectfully, dear sir,

"Your very obedient servant, ROBERT HAYTI BRUCE."

"To W. H. MERRITT, ESQ., M. P. P., St. Catharines."

As a matter of vital necessity that their attention should be bestowed on the subject, on the 25th of May he visited the city of New York, and induced the executors of the late J. B. Yates to come with him to St. Catharines, where a better understanding was obtained regarding their trust by these gentlemen, who after their personal inspection of the affairs of the estate in Canada, handed over its management entirely into the hands of Mr. Merritt and Mr. McDonnell, with instructions to close up the affair immediately.

However, on the 10th of June, an extra session of the House was held, in consequence of the monetary crisis which had reached and was impoverishing this country. The Bank of Upper Canada experienced a heavy pressure, in the shape of "a run," and the stagnation of business, and general depreciation of property, &c., was severely felt by all classes, and was a genuine premium to the stock of the conspirators, who were now rapidly bringing their scheme of Annexation to a crisis.

The Government obtained a measure for raising the value of the English shilling to 25 cts.; and they thus succeeded in preserving some of the currency in the country, without resorting to the suspension of specie payments. Mr. Merritt after the session again proceeded to the U. S. seaboard.

While in New York Mr. Merritt interested himself in having a favorable sample of our flour displayed in that market. He writes:

"NEW YORK, 4th October, 1837.

"MR. J. BOWERY,

"SIR:—You will request Mr. Stevenson to consign to Richard Irvin, No. 98 Front Street, New York, one hundred barrels of best superfine flour. It is intended to give the flour a character, and to give the two markets a fair test. From enquiry, I find the duty will be, per barrel, 87½ cts.; Freight, 75 cts.; from Oswego to New York 62c.; commission, 2½c.=21; cartage, cooperage, storage and inspection, ½ ct. &c., &c., 12½=$1.96. Deduct difference in exchange 3 per ct. on price of bbl. $8.50=25c.; total, $1.71. Value with you $6.79. If sold on wharf here, these 12½ cts. will be gained. The true difference in this and the Montreal market at present, admitting the charges equal, is, for duty, less 3 per cent. exchange, 87½ cts.; making precisely five shillings York. Whenever the market here shows that difference, it is our interest to send to this port.

"Yours truly,

"W. HAMILTON MERRITT."

The following letters shew what was the result of the trust, and perhaps regarding the personal security of $200,000 alluded to:

"To the Cashier of the Bank of Upper Canada.

"Sir:—You will please deliver to William Hamilton Merritt, Esq., the debentures lodged in your hands, on account of the Hydraulic Company.

"Dated at St. Catharines, September 13th, 1837.

"W. K. FULLER,

"*Executor and Trustee of the Estate of*

"JEDIAH CHIGHTON,"

"J. B. YATES, d ceeds

"A. McDONNEL."

He having met with a satisfactory answer to his mission, returned to Canada; and applying to Sir Francis Bond Head, received the following:

"*Government House,*
"TORONTO, 23rd October, 1837.

"SIR:—His Excellency, the Lieutenant-Governor, has had under consideration your Memorial of the 19th October, inst., addressed to His Excellency in Council, and in substance, requesting, that the amount due to you by the Welland Canal Company should be paid in debentures, at the rate for which they have been disposed of to others; or, if required, at five per cent. premium.

"You state, as your reason for making this request, that you had come under engagements to furnish the debentures, and that you had incurred expense and loss of time in the negotiation of them.

"His Excellency, in answer, desires me to say, that upon the passage of the Act of the Provincial Parliament, authorizing the issue of debentures payable in England, His Excellency was most anxious that the object of the Legislature, namely, the raising of money to carry on the public works, should be carried into effect, and that with this sole view, debentures were sold at the highest rate that could be obtained for them, in the Province, that is to say, at par, no higher amount having been offered.

"Since this sale of debentures, information from England has shewn, that in London the confidence in the credit of the Province had become sufficiently restored to give rise to an opinion that debentures could be safely remitted and drawn against, immediately, with the expectation of a ready sale of the securities, which opinion would not have been warranted by the previous intelligence, at to the state of the money market.

"The improved value of the debentures, not producing, as might have been expected, higher tenders within the Province, the Government was forced to consider whether it might not be more advantageous to dispose of the securities in London, as the Provincial demand did not seem sufficient to ensure the sale of the debentures at their current value.

"This course has been adopted with respect to the whole sum proposed to be expended for the Welland Canal, during the current year.

"His Excellency being desirous that the debts of the canal should be immediately discharged, and that no further impediment should be found in the way of that important work, desires me to say, that while on the one hand the public faith would have prevented him from authorizing the payment of a Provincial debt, in securities not equal to the legal currency of the Province—on the other, he does not feel that the public interest permits him to direct such payment in a medium more valuable. He has felt that simple payment in the currency in which the debt was contracted, was the only safe and just method of discharging public engagements, and in fact, the only one which the law authorized.

"His Excellency regrets that a disappointment on the part of the Bank, in not being permitted to negotiate debentures at par, has caused you inconvenience and expense; but he cannot permit private engagements or disappointments arising from them, to interfere with the uniform course which he has felt himself bound to follow, namely, the discharge of the public liabilities in the currency which the Legislature of the Province has seen fit to sanction, and in no other.

"Arrangements have been made, as above stated, with the least possible delay, to enable the Welland Canal Company to discharge the debt to you: and His Excellency has every reason to believe that the amount is forthcoming, when you see fit to apply for it.

"I have the honour to be, Sir,

"Your most obedient humble servant,

"J. JOSEPH.

"To WILLIAM HAMILTON MERRITT, Esq.,

"St. Catharines."

The following trial of slander against one of the officers of the Canal Company is from Charles Lindsay's Life of Mackenzie:—

"The trial came off at Niagara, on the 12th October, 1837, before Mr. Justice Macaulay and a special jury. In accordance with his usual practice, in such cases, Mr. Mackenzie undertook his own defence; his Solicitor, Mr. Price, making occasional suggestions as to the examination of witnesses. Mr. R. E. Burns and Mr. Rolland Macdonald, of St. Catharines, were counsel for the Plaintiff, Beaton.

"Mr. Mackenzie, before the suit was commenced, admitted in writing to the plaintiffs attorney the authorship of the alleged libel, and confident of the truth of his statements he had challenged much higher game than Beaton to make his allegations subject of judicial investigation. What Mr. Mackenzie did say was: 'If Mr. Merritt and his friends choose to go a step farther, and place all my numbers before a jury of the country, and assert that they are untrue and published from unjustifiable motives and for improper purposes, there also will I meet them; the whole bar of Upper Canada, Whig and Tory, is at their service: the Judges are not said to be prejudiced in my favor, nor the Sheriff, and as to the proofs of authorship and publication, I will deliver on demand copies of the several numbers, each endorsed by my own signature, to any person Mr. Merritt's attorney may name."

The Judge allowed the whole of the papers to be brougnt into Court, and thus permitted Mr. Mackenzie to accuse our subject before a Niagara audience, to whom he had every reason to believe his accusations would not be distasteful. Mr. Merritt attended the trial, which terminated in a verdict in favor of his friend, Mr. Beeton.

The St. Catharines *Journal* of November 23rd, a fortnight before the demonstration back of Toronto, says:

"We understand that the young men in the neighbourhood of Lyon's Creek, and the Chippawa, under plea of opposing a draft, have supplied themselves with rifles, and are frequently seen training."

After a long lecture, it concludes with a more practical warning:

"At any rate, we are quite satisfied that the first use of these rifles in opposing the necessary act of the Government, would *elevate their owners* full as high in the eye of the public, as they now stand in their own estimation."

Extract from Mr. Merritt, junior's, journal:

"We heard much of disaffection beginning to manifest itself among the people of Yonge Street, to which we gave little attention. It was none of our business; why should we? When the last company of military left us, we were at the college gate, seeing their departure, and gave Mackenzie (who

followed to see them clear) a very hearty huzza. He very politely bowed to us, and passed on. I felt at the time a sort of dread for the man, for which I could not explain.

"In December the rebellion broke upon us most unexpectedly. The night before, we had heard of preparations being made, but considered the actual event a thing far off. The ringing of the alarm bells that awoke some of the boys, was considered merely a lark of the porter. In the morning, however, the full force of the reality came upon us most startling. We got freed from college by it, and perhaps were not very much grieved at the event.

"How astonishingly it effected Mr. Thomas Keefer, who, though in bed from a flesh wound which I gave him in sport with a horse-whip the night before, and quite unable, as he affirmed, to attend college, found his sinews so strengthened, that he was up and well able to run as soon as any of us.

"It was a curious sight to behold! Guards of civilians hanging about the Government House! The shops all closed! People hurrying silently in all directions, some with arms, and some without. And there, at the Town Hall, where were assembled the cannon, with torches ready to be lighted, and the arms distributed. Melancholy exhibited in every countenance. All was new and strange! Nothing was done that day, but various movements took place in the town. Baracading the streets, and filling houses with men. All was exciting. It was indeed a change, agreeable from our dull business at college. This was something like life! We had often read in history of rebellions—war—but had never experienced the feeling of the immediate presence of conflict!. Of a real state of things when human life is held at a very cheap rate. Next day, by going too near where the rebels were stationed, we were taken prisoners. While in durance, I saw a sentry aim his rifle at a person who was running away, but the action seemed so common-place, so business-like, so suited to the time and place, that we took little warning from it, but sleeked away ourselves in like manner.

"On Tuesday, as college was entirely broken up, we asked permission to go home, and obtained it. Fortunately for us, a steamer left that night for Hamilton, in which we took passage, namely, Jas. Ingersoll and Thomas Keefer. Arrived in the morning, and took stage immediately. But on account of the badness of the roads, did not reach the termination of our journey until three o'clock next morning.."

Monday, 4th December, 1837.—McKenzie and his forces appeared in the vicinity of Toronto, which gave rise to the most alarming reports.

Mrs. Merritt's journal says:—

"Tuesday, 5th December.—In the morning we were talking of the troubles in Lower Canada, little dreaming of their being so near our own doors. In the afternoon heard that Toronto was taken. The report was, however, shortly afterwards contradicted.

"Wednesday, 6th.—Mr. Merritt went up to the "Short Hills," hearing of meetings there. Saw their chairman Mr. Brady, from whom he learned they were all of one mind for *reform*, but wished it brought about in a peaceable way—and that they had no intention of taking up arms.

"Thursday, 7th.—J. P. went down in company with the troop, who intended going to Toronto. In the evening, the boys who were at U. C. College, returned by Hamilton, gave us the account of the rebels being driven back, with killed, and prisoners, and that the place was crowded with militia, and were more in need of provisions than men.

"On the same evening, some scouts made a reconnoisance to the "Short Hills," and brought in two prisoners, whom they found armed. Notwithstanding the protestations given to Mr. Merritt formerly, that there were no armed gathtrings intended, as it was considered impolitic to proceed rigourously at present, they were released.

"Friday, 8th.—Our cavalry, composed of the young men of this village, have this instant returned from Niagara, galloping round and hurrahing at every street corner.

"On Mr. Merritt's return, he had prepared to leave the ensuing day, with one hundred men, for Toronto—but on hearing that it was relieved, and filled with the militia, he turned his attention to sending supplies. There is a vessel, the "*Jessie Wood*," laden with beef, pork, and flour, ready to go from this place.

"Sunday morning.—The soldiers were aroused from a sound sleep, by orders for every one to go to the lines—that there were five hundred coming over. All got off by 7. The excitement is on the increase, and may end in more bloodshed.

"O! what a Sunday we spent. The boys have been busy in *making cartridges and running bullets.* What will another week bring forth for our poor distressed country?"

A number of the magistrates being gathered at Niagara, it was considered advisable to assemble, and use their magisterial authority for the preservation of the peace and safety of the community. Yet most alarm prevailed in the country. The training and assembling of armed bands, similar to what had occurred at Toronto, in the interior of the district, formed adequate occasion for these alarms. Mr. Merritt was appointed chairman. And leaving the troop to the guidance of his lieutenant, entered heartily into his magisterial duties. Many persons were arrested by the patrollers and scouts; these were at once dismissed, after due examination, and no person was incarcerated for his radical or even republican opinions. This policy gave Mr. Merritt great popularity among the crest-fallen and defeated radicals, especially when contrasted with the severity with which they were treated in other places, as Hamilton, London, and Toronto.

The alarm had reached and aroused the furthest station, among his remote constituency, as the following spirited offer will testify:—

"CAYUGA, December 8th, 1837.

"William Hamilton Merritt, Esq.,

"DEAR SIR:—

"I have a meeting at Windecker's tavern, and have 55 volunteers ready to march at a moment's notice, whenever their services may be required at any place in the province. Please give me directions, and I will march immediately." Yours truly,

"JOHN CROCKER."

Mr. Merritt had taken an insurance agency from the St. Lawrence Marine Company. But a notice in a business letter from the agent, contains an item for a supposition that in this time of turmoil, it was not satisfactorily attended to:—

"PRESCOTT, 15th Dec. 1837.

"SIR:—

* * * * "As you have so much other business to attend to, I think it would be well to appoint J. T. Bowery as agent in your place."

"Yours truly,

"A. JONES,

"Secretary."

Two days after Mackenzie's effecting his escape, his old friend the Engineer, writes:

"LOCKPORT, Wednesday, 13th December, 1837.

"William Hamilton Merritt, Esq.,

"DEAR SIR:—

"I have just heard this evening that William Lyon Mackenzie had delivered himself last evening to a large audience, having obtained the theatre for the purpose, in Buffalo. His object is evident, but I have not heard the result. Probably he endeavoured to stir up their pure minds by way of remembrance. There are always enough to listen on such occasions, whether it is a history of real evils, or the images that fill a madman's brain. News came also that he was to visit this place to-morrow, but I anticipate that he will meet with disappointment. I do not believe that there is a man so weak as to be influenced to participate with him. The impression is general here, that they have taken up arms for their love of revolt, or to get the advance of events that may happen.

"I am, with much esteem,

"Your obedient servant,

"A. BARRETT."

The attraction of Canada soil had drawn him to Navy Island, the occupation of which by his Buffalo band was doubtless the matter of importance which "required their utmost ingenuity to meet."

"CHIPPAWA, Saturday, 16th December, 1837.

"William Hamilton Merritt, Esq.,

"DEAR SIR:—

"If you can come over to-night, Col. Cameron desires me to say he would be much obliged. Matters of importance have occurred, which require our utmost ingenuity to meet.

"I am, yours truly,

"WILLIAM KINGSMILL."

Another extract from Mr. Merritt's journal of Sunday, 17th, says:—

"H. received information to go to Chippawa. Mackenzie & Co. is on Navy Island, showing their presence by firing on a boat. He left at 4 o'clock in the morning. There was but 40, but they would have done what they could to prevent a landing. He rode the whole night, up and down, from Black Rock Ferry above, to Fort Erie, considering that the most available part. Drums and fifes were going all night opposite. J. P. with his company of Horse there in the afternoon, and returned next day."

A communication from the Chief shows how our proceedings were looked on from the capitol:

"TORONTO, 27th December, 1837.

"W. H. Merritt, Esq.

"MY DEAR SIR:—My brother has been most laboriously and incessantly occupied here, in assisting the Commissioners in investigating the cases of prisoners. His extensive knowledge of the people of the very part of the country where this abominable insurrection was hatched, has enabled him to be most useful to the Government on the one hand, and to the persons charged, and their unfortunate families, on the other. I believe there is a strong feeling of gratitude on the part of many of these poor people, for the trouble he has taken to see that they were not too harshly dealt with. It was so strongly urged upon him to visit that part of the country, and particularly by the inhabitants themselves, that he could not decline. I expect him back to-day.

"As the Legislature meets to-morrow, I dare say you will not be absent long, if at all; and I have therefore little encouragement to write at any length, as I hope so soon to see you.

"What is now taking place on our frontier has not surprised me half so much as the events in my own neighbourhood. From the moment it was made evident, as it has been in most of the States of the union, that the most terrible outrages against the laws are beyond the control of their Government; whenever large bodies of people favor them—from that time the probability of such an occurrence as the present, has never been absent from my mind. It is clear that a nation with only a standing army of 5,000 men, scattered over a country as large as Europe, is not to be depended on for preventing 20,000 of their people from rushing into this Province, to join in the work of confusion, whenever they may fancy they see an opening.

"From the instant the slightest demonstration was made at Buffalo, I thought it of infinitely more consequence than anything that had yet happened. And if it had depended on me, I would have, with 50 of the Royal Artillery, and a regiment of the line, hastened to the spot with all possible expedition, and have militia added to them as fast as they could be assembled.

"If this should get ahead, we shall have serious times yet, and let what may come of this, unless the British Government act now like a great nation, and establish such defences on our frontier as will speak plainly that they mean to keep the country, we may make up our minds that we shall have no peace or security in Upper Canada.

"I have a good deal to say to you on this subject, when we meet. It does astonish me, that no American officer of high standing, Scott, Worth, or Gaines, for instance, should have been sent instantly to the frontier from Washington, to see that their laws were enforced. I can hardly think but that the interposition of such a power as of the Governor of the State, on the spot, would fail of being effectual. Their militia should be called out, and stationed on the frontier, so as effectually to cut off communication with the island. By a prompt measure of this kind, the rebels would be caught in a trap, and must surrender at discretion. Sooner or later our neighbours must give us serious trouble. The present affair I hope and believe, may yet be controlled before matters become much worse.

"Yours sincerely,

"J. B. ROBINSON."

Our subject did not enter into any of the military proceedings of the times, but rather discountenanced them. From his previous experience of actual conflict, he always designated Mackenzie's attempted revolution and

the invasion of sympathizers and brigands afterwards, as the "MONKEY-WAR." We will close with noticing that Mr. Merritt spent the end of the year between home and Niagara, at the Board of Magistrates trying the prisoners; or at least acquitting them, and as alluded to, and on the threatened frontier. The following correspondence will explain some of the circumstances attending the occupation of Navy Island, in which our subject was interested.

Christmas.—H. and the boys on the lines. The next day he and Dr. Beadle sent on commission to Buffalo.

"BUFFALO, 28th December, 1837.

"Doctor J. Prendergast.

"MY DEAR SIR:—I came over yesterday to see your Marshal Mr. Garrow, who was sent for the purpose of putting your laws into execution, and prevent individuals arming, and carrying on a war against us—but he acknowledged very candidly his doubts whether the civil authorities can carry the law into execution. We will therefore have to depend on ourselves. We have a large force of militia, about 3,000 men on the line. Expect two regiments of troops, 24th and 32nd, up in a few days. The rebellion is put down most effectually in Upper and Lower Canada, and we have nothing more to fear from internal strife. "Yours &c.,

"W. H. MERRITT."

"BUFFALO, 29th December, 1837.

"Hon. William Hamilton Merritt, M. P. P.

"HEAD QUARTERS, CHIPPAWA.

"SIR:—Permit me to introduce to your acquaintance, Judge McLean, of this city, who goes to Chippawa with a message to Colonel McNab, &c.

"I am, your obedient servant,

"H. W. ROGERS."

"December 30th, 1837.

"To Merritt, Rykert, or any other Magistrate:

"SIR:—The bearer of this informs me he has a Durham boat 70 ft. long, fit for service, but he has no means of getting her here. Will you be pleased to afford every assistance in your power towards having her forwarded here without delay, as it is most material for Her Majesty's service that we should have her. I am, sir, your most obedient servant,

"ANDREW DREW.

"Capt. Royal Navy."

Mrs. Merritt's journal, as well as that of her son, is full of incidents during the outbreak. But we forbear giving further extracts.

1838.

"ST. CATHARINES, 9th January, 1838.

"MY DEAR PARENTS:—W. H. Merritt went to Toronto last week, as the Parliament is in session. He only stayed two days. Said he could be more useful in this quarter, at the present. He left yesterday for the frontier. "C. M."

Mr. Merritt, who had been attending in his place at the Parliament in Toronto, on hearing that the number of the Canadian refugees and sympathizers from the States who had taken, still held Navy Island, returned home, and in his capacity as a magistrate, in conjunction with Col. McNab, who commanded the Militia, proceeded to arrange measures for the defence of the frontier, and the expulsion of the invaders. Our subject had been engaged in arrangements for a commissary supply, and providing boats for the contemplated attack on the island. A number of boats were collected, and many of them drawn over land by ox-teams, from the canal to the Niagara River. A council was held, in which he volunteered, with the Militia, to attack the island, but the argument that this would cause a loss of valuable lives, and the fact of the United States authorities moving in the matter, decided them not to make an immediate assault. Demonstrations were set on foot by Col. Drew and his naval volunteers, by sailing round the island, and isolating them from their base of supplies, and also destroying their steam ferry the "*Caroline.*" This was considered enough for the present. The duty on the frontier was severe, as a number of the Militia died through sickness, brought on by exposure, &c. Three men were killed by cannon shot from the island. The 2nd Cavalry Troop from St. Catharines did good service. A company of Regulars afterwards arriving, a number of the Militia were relieved from duty, and allowed to return home. Through the energy displayed on both sides of the Niagara frontier, the defence ceased by the middle of January, and the invaders decamped, moving westward.

A general movement of troops and change of high officials occurred. Lord Gossford left by the Meppepediac Road and Halifax. The 34th regiment started on the 17th January, for Quebec. The 71st Highlanders arrived in February. There were, with the re-inforcements at this time, about 10,000 Regulars.

A letter to the Governor on the question of passing through the States, from Mr. Merritt, elictits the following reply.

Febuary.

"My Dear Sir:—You must be well aware that the public always know my plans before I know them myself, and this is really the case in the instance to which you kindly allude, for I have not yet had time to think which way I had better return, and until I hear that Sir George Arthur has actually arrived, I think it is useless to form any plan which should of course be influenced by the existing circumstances, at the moment of my departure.

"If it should be advisable to go the route you propose, I will immediately communicate with you on the subject, and in the meanwhile beg to thank you for your obliging note. Yours very faithfully,

"F. B. HEAD."

The author visited the Capital during this session, and stopped at Perry's boarding house. Being in the vicinity of the Parliament, it was occu-

pied by the members, of whom he remembers Colonel Burwell, Colville, Aickman and Slade. These were of all shades of politics. A great deal of warmth was expressed. Among the members, Col. Prince was particularly demonstrative, having declared he would execute the next invaders of our country, which threat he carried into execution at the end of this year.

Our subject, in the mean time, attending to his duties in the House. At the end of the session, Sir F. Bond Head returned to England, and was succeeded by Sir George Arthur.

On the 6th day of March the House closed, passing eighty-two bills, nearly half of which were rejected in the Upper House.

Amongst the many who were arrested for participation in the late rebellion, were two men named Lount and Matthews. They were sentenced to be hung. Petitions for their reprieve were got up, containing 10,000 names, more or less; those from Haldimand and Niagara were brought over to Toronto by Mr. Merritt, and presented to the Governor—we insert one—but without effect, as they were afterwards executed.

"*To his Excellency, Sir George Arthur, Lieutenant Governor of the Province of Upper Canada, Mafor General commanding His Majesty's forces therein, Knight Commander of the Royal Hanovarian Gulphic Order.*

"May it please Your Excellency—

"We the undersigned Sheriff, Magistrates, Representatives, and Freeholders of the District of Niagara, beg leave to congratulate your Excellency on assuming the government of this province, at the same time they deeply sympathize with your Excellency on being called upon, at so early a period, to excercise the Royal perogative, on those who have justly forfeited their lives, by committing the most aggravating offense recognized by our law.

"The Almighty, in his infinite mercy, was pleased to preserve the Capital of this Province, and permit his Majesty's subjects promptly to suppress the last rebellion with the loss of but one individual.

"That mercy which is considered the most noble attribute of the Royal perogative, is now vested in you and if your Excellency entertain the opinion, that it can be exercised with equal effect for the public good, by banishing beyond the seas, those individuals who are or may be condemned to death, your Excellency may feel assured, this act of clemency and mercy, will meet the most cordial approbation of the undersigned, who most sincerely pray your Excellency may, by the wisdom of your councils and government, be enabled to contribute to the prosperity of this rising Province.

"THOMAS MERRITT, Ex-Sheriff, & J. P.,
"ALEXANDER HAMILTON, Sheriff N. D.,
"W. HAMILTON MERRITT, M. P. P. & J. P.,
"GEO. RYKERT, M. P. P. & J. P.,
"H. MITTLEBERGER, J. P.,
"E. ADAMS, J. P.,
"RICHARD WOODRUFF, M. P. P.,
"DAVID THORBURN, M. P. P.

The following letter gives a glimpse of feeling in the Lower Provinces, after the excitement in the United States, by the destruction of the steamer "*Caroline.*"

"*Government House,*

"FREDERICKTON, Feb. 21st, 1838.

"SIR :—

"Great events have occurred in the Canadas since I have been the recipient of a letter from you. This Province is *loyal to a man.* It is so obviously contrary to the interests of England and the United States, to go to war with each other, that I cannot bring myself to entertain the slightest apprehension on that head. Yours, &c. J. HARVEY."

During this period of military excitement, there was more done in the House than passing laws for treasonable offenders. But so entirely changed was the legislation of the day, that it was considered politic by the Military Engineer and President of the Welland Canal, that no more outlay should be made in that direction, but should, we suppose, be devoted to fortifying and military defences, at least for more immediate necessity.

It was late in the season before the report of the Directors, for the preceeding year, was published. A letter of sympathy from his friend, Chief Justice Jones, at the gloomy prospect of the fate of the stoppage of our public works, enclosed the following :

"TORONTO, 5th March, 1838.

"To the Honourable Mr. Chief Justice Jones:

"MY DEAR JUDGE :—

"You will have seen by the Report of the Welland Canal Commissioners, how it is made to appear that an average loss of £14,000 per annum has been sustained by the Province, since the period when, according to the Report of the Directors at that time, the canal was completed. In this sum, no account is taken of the interest paid for loans made by the public, to take up their amount of stock ; neither is any mention made of the fact that about £20,000 of interest (or more) is due to the British Government.

"It is quite certain that within the next seven years, the greater part of the present locks will require to be renewed, at what cost, the Report of Messrs. Baird and Killaly will shew. It will, in fact, be at a charge of not less than £20 0,000. The harbours of Port Dalhousie and Port Colborne will also require a very considerable outlay, whether the project of Messrs. Baird and Killaly be executed or not ; but that project would be of such manifest advantage to the Province, even without a canal, that I cannot but hope that it will be carried into effect.

"Assuming that £280,000 will be sufficient to put the canal in a state of perfection, equal to any that can be attained by a similar work, there must always be a large item of expenditure in the shape of repairs—towing paths, swing-bridges, gates, and dredging, to wit.

"Up to the present period, the receipts of all kinds have averaged very little more than £5,000 per annum, the greater part of which is derived from toll on goods from America to American ports.

"If at any future period, the trade should so increase as to make the construction of a canal on the American side a profitable speculation, such

canal will be forthwith made. It is, in fact, already in contemplation, and the American Government has expended large sums in procuring preliminary reports and estimates for such an undertaking.

"Nearly all the trade from America to American ports, would pass through their canal, when constructed, rather than ours. We might count on the first three or four weeks of Spring, and no more. But the heaviest shipments of goods upwards, is in the Autumn.

"I can see no reason, therefore, for assuming that we are going, for any length, or even for a short time, to enjoy the benefit of the increased trade which may ultimately be carried on between the two lakes. In the mean time, it is certain, that if we complete the canal, we shall sink not £14,000, as I said in my report, but £16,000 at least, per annum, together with the interest on all the money already expended. For what period we must sustain such loss, it is, of course, impossible to foresee; I think, probably, about seven years, when the canal may, if completed, begin to pay its expenses, and some portion of the interest on the Provincial loans. These are not very flattering prospects, 'tis true, but I do not wish to induce any belief in others, in which I do not myself participate. If the Province can afford to go on with this work with such little hope of advantage therefrom, in a pecuniary point of view, I should be the last person in it to say or do aught which could have the effect of deterring our financial rulers; because I believe that, until we become a portion of the Republic (which I hope not to see) this line of water communication is essential to the defence of our Niagara frontier. I have no intention of refusing my services, so long as they may be required, in carrying out the views of the Legislature, nor am I inclined to admit that because I have a clear conception of the ruinous expenditure to be incurred, I should fail to use my best endeavours to keep that expenditure at a minnium.

"Believe me, very truly yours,
"J. MACAULAY.

REMARKS ON THE REPORT OF THE DIRECTORS OF THE WELLAND CANAL CO. FOR 1837.

"This Report states, that there is a great increase of tonnage, although the tolls have fallen short of the two preceding years. Names £1,000 in the single article of merchandise, and admits that but for the commercial difficulties, the tolls would have exceeded any preceding year. It then states the average annual expenditure at £21,039. 8. 9. And the average amount of tolls at £6,999. 6. 6. Shewing an average annual loss of £14,040. 2. 3; in confirmation of which, it is asserted that the canal can be maintained only at this sacrifice, and concludes by recommending the abandonment of the work. The most superficial observer will at once perceive the erroneous data in which those conclusions have been formed. 1st.—The annual expenditure of a work which was not finished, is assumed at £21,039. When after the completion, repairs will not cost much over the interest on the principal of the same period last year. 2nd.—The average amount of tolls &c., is assumed at £4,999. 6. 6. for five years past. This data supposes the work must recede for five years to come. I think in 1832 the tolls were not over £300. I have no doubt, if the work goes on, that in five years from this time, the toll will be £50,000, in place of £4,999. 6. 6. The abandonment would be as justifiable on public grounds, as suicide in a private individual, is the opinion of W. H. MERRITT."

"St. Catharines, March 18, 1833.

'To Dr. J. Prendergast.

"My Dear Sir: Having returned from the Legislature about a week since, I will give you a brief survey of our proceedings. My last letter was directed from Buffalo, and as an attack was then, and sometime afterward, daily expected on Navy Island, I did not go to Toronto until the 15th of January. I was then appointed Chairman of the Finance Committtee, and was closely engaged during the winter. Some useful measures were passed, and a number of resolutions on the union of the Provinces, which I drew up, and a majority of the House was for sending me as a Commissioner to England, but I declined. We want but one Legislature in these Provinces, and I trust that object will be effected.

"We have no apprehension of a war with the United States, and the rabble who have given us so much trouble has been generally dispersed. Great changes will unquestionably take place here, and I trust for our benefit. I intend applying myself to milling. Will have six run of stone ready this week.

"W. H. M."

"I have lost a vessel, containing 4,000 bushels of wheat, five miles from the Grand River. The men came off, and when the wind changed, she drifted out into the lake. This wheat at a value of 11s per bushel, would have amounted to over $6,000."

The effect of our rebellion in England, was the bringing in by Lord Russell, and the passage of a bill through the Imperial Parliament, to annul the constitution of Lower Canada for six years, and appointing (16th of January,) Earl Durham Governor General and High Commissioner.

We have given biographies of Governors of long residence in the country, but this one, whose residence on the soil of Upper Canada was but a few days, had the greatest influence, perhaps, of any who ever visited us. Of great connection being the son-in-law of Earl Gray, he had attained a high station of influence, but unfortunately for his usefulness in this monarchical colony, his politics were low.

Lord Durham had been an ultra reformer, from the time he took his seat in the House of Commons, in the 22nd year of his age, as Mr. Lambton. He is now in his 46th year.

The *Times* remarks, "If his Lordship gives satisfaction, he must please Joseph Hume and Mr. Grote, "Com multis alias" of that description, as well as Lord Melbourne and John Russell, who are dependent on Joseph and Grote, for their existence as ministers."

It was rather an unfortunate state of affairs that great political changes will be made through this influence, but the colonist of native origin has the satisfaction of knowing, if there be any satisfaction in the fact, that be they whig or tory, it is all the same to him.

28th May.—Lord Durham arrived at Quebec, and issued his proclamation, calling on the co-operation of the honest and conscientious reformers, for amelioration of defective institutions, and says:—

"They will receive from me that assistance and encouragement that their patriotism has a right to command."

In answer to this, Mr. Merritt, considering that his attention to the measures for the settlement of the country was the most important subject to which he could at present devote his time, visited the Governor at Quebec, and left with him the results of his experience in a memorial, a copy of which is before us. This correspondence was renewed later in the season, and as it throws light on the circumstances of Mr. Merritt's having adopted Lord Durham's report, we see that much accords with, if it is not incorporated in His Lordship's Report, which was published in London the ensuing January. We give an extract of the first one.

"*Albion Hotel*, QUEBEC, May 30, 1838.

" CHAS. BULLER, Secretary.

"SIR:—Chance having brought me to this place on the arrival of His Excellency, the Earl of Durham, Gov. Gen., and having read with great satisfaction his proclamation of yesterday, I availed myself of the invitation therein contained, and felt it my duty to call the attention of His Excellency to one subject—and one only—which embraces the vital interest and future welfare of these provinces, viz: The union of Upper and Lower Canada.

"The State of New York is governed by one united Legislature, with a population of two millions of people, and lays side by side with the Provinces of Upper and Lower Canada, which have three-quarters of a million inhabitants, and is governed by two distinct Legislatures. It affords a most striking illustration of the practical effects of the two systems.

" A *united Legislature* has completed the most gigantic improvements uniting Lakes Erie and Champlain, both being tributaries of the St. Lawrence, with the Hudson, and diverted the greater part of the trade of the Western country from its natural channel, and the seaports of Montreal and Quebec, to New York. While a *divided Legislature* possessing every natural advantage, with the most magnificient water communication in the world, has not, up to the present moment, finished any one improvement.

" Those general assertions, the truth of which can be proved to a demonstration, is quite sufficient to elicit inquiry, which is the only object in presenting them. The only effectual remedy is a *union*, all other measures are of secondary consideration. Establish one common interest and our exertion will be directed to one common object. Upper Canadians, Lower Canadians, English, Irish, and foreigners, will unite in improving our situation, and making a prosperous country of Canada, it will allay all party feeling and restore a proper spirit. Lower Canadians may at first oppose the measure. The citizens of New York opposed the commencement of the Erie Canal, but when they perceived their interest promoted by the measure, they readily came into the spirit of it, and so with the Canadians.

" By adopting this measure, His Excellency may truly say, he has laid the foundation of a system of government which will determine, whether the arrival of your Excellency on our shores is to promote our future prosperity for all time to come, or confirm our remaining many years in the same state of apathy in which you will find us. "

"HIS EXCELLENCY, LORD DURHAM. " I have the honor to be

" Most respectfully, your Excellency's obed't,

" W. HAMILTON MERRITT, M. P. P."

The political and financial troubles had put a stop to the work on the new Episcopal Church. The congregation had been forced to occupy the Academy since the destruction of the old one. This Spring a great deal of correspondence between "Old Hundred" and "Amicus," a friend to the completion of the Church and "Flagram" resulted in an action at the Easter meeting, that produced the much needed improvement.

The season of navigation having opened, he visited Cleveland, on his own private business. Whilst in the States, he took every opportunity of giving information in reference to the canal. On his return, he went to Quebec and met the new Governor-General, the Earl of Durham.

On returning from Quebec, he again started for Cleveland. On resting at Chippawa, he was informed by his old friend Col. Cummings, that a report had arrived of a number of men having crossed the river, and were secreted in the woods; and the following deposition was made:

"NIAGARA DISTRICT. }
TO WIT. }

"Thomas Darling, of Grantham, appeared before me, W. Hamilton Merritt, one of Her Majesty's Justices of the Peace in and for the aforesaid District, and deposes, that on Saturday evening, the 16th of June, he heard John Burger, of Pelham say that 1000 men had crossed the river, undoubtedly they were radicals, and were somewhere concealed, place not described. Also heard Jacob Russell say on Sunday the 17th inst., that he had information from some person from the United States, (name unknown) that a number were secreted in the Short Hills, and deponent believes there are men secreted in that neighborhood; but in order to more clearly ascertain the fact, will go and obtain further information, and either bring the parties affording the same before me or some other of His Majesty's Justices of the Peace, on this day Monday, or give such information as he may have obtained and the facts more clearly ascertained.

"Monday morning, 10 o'clock, 10th June, 1838.

W. H. MERRITT, J. P."

As already numerous similar stories, to the injury of trade, had been circulated, he disbelieved it, but offered his services to further investigate the matter. The offer not being encouraged, he proceeded on his way to Cleveland. Fortunately, it *was so*, as the rumour, in a few days, was found to be true. A body of men being in possession of the "Short Hills," in a strong position. However, a detachment of "Lancers" were sent from the Falls, and were attacked by this party on the morning of the 19th of June. On the news reaching St. Catharines, the "Lancers" were re-inforced by the Sedentary Troop of Cavalry, who, together, succeeded in routing the invaders from their camp, and making a number of prisoners. The wounded were recovered, and taken to the Falls. A general scouring of the section then took place, when nearly all the disaffected found in arms were arrested, and taken to Niagara. Moreau, the leader of the party, was hung.

Mr. Killaly had been appointed resident engineer, 15th May. Assisted by Mr. Robinson and George Coventry, he inspected the Grand River, for the purpose of the Government buying out the company. He reported on it 16th November. After the usual annual election of directors of the Grand River Navigation Company, Mr. Merritt had been appointed president the preceding year; and in his report to the Goverment, agreed to the sale, on behalf of the company, about the same time.

Geo. Prescott was appointed secretary of the canal, 1st November, and we now see his name to the usual advertisements for the election of the stockholders. He continued in the employment of the Government, on the canal, as secretary and paymaster, till his decease, twelve years afterwards.

One hundred and thirty vessels passed through the canal in one month.

In July, Earl Durham arrived in this section, and visited the Falls, where a series of grand reviews, fetes, &c., were held.

He remained four days, during which was held a sham fight between the 34th Highlanders and the other corps on this frontier, in their National costume; all which, added to the natural attractions, caused an unusual gathering of United States visitors.

Lord Durham returned by the river and lake. In the fall dispatches arrived disannulling some of his Lordship's acts, causing him to resign.

October 11th.—The people of St. Catharines presented an address to Lord Durham on his return to England.

Mr. Merritt took occassion of sending by Colonel Clark, the special agent appointed to carry it.

The following to Earl Durham, from our subject, shows that a sense of the importance connected with the mission of His Lordship, not the encouragement personally received, induced a renewal of the correspondence.

"*To the Right Honourable, John George, Earl of Durham, Governor-General of British North America, &c., &c., &c.*

"My Lord:— St. Catharines, Oct. 5.

"It was not my intention to have addressed you on the future government of these colonies, from a conviction that the plan recommended by the opposition, to the present ministry in England, and which appears to be adhered to by your Excellency, does not afford the best means of obtaining the information you desire.

"The clause proposed by Lord John Russell, composing a council to be selected from the body of the people, to advise on the formation of a constitution for their future government, would have proved at least satisfactory, as their personal interest in every measure proposed would have secured the confidence of their constituents, and if they erred, their motives would have been duly appreciated.

"By the amendment proposed by Sir Robert Peel, that clause was unhappily expunged, and a system of government is now to be proposed by your Excellency, aided by such information as you may glean from official sources, imparted by individuals who, with the best possible intentions, have

not had an opportunity of mingling with the people, hearing their sentiments, and acquiring such practical information as to enable them to form a correct judgment, on many measures which affect our interests.

"Your Excellency may now and then receive a straggling communication from individuals, giving an opinion on some abstract subject which they might vary, change, or abandon on the first sound objection being offered; but a full, free, and open discussion of all the arguments, *pro* and *con*, on each separate subject, from practical men, who possess the confidence of a great majority of the inhabitants, your Excellency cannot possess.

"It is rumoured that the new constitution which your Excellency proposes to recommend for our future government, will (in case your Excellency should remain, of which I never entertained a doubt,) be promulgated next month; and as you assume the entire responsibility of the measure, it is natural you should adhere to your first impressions: and this consideration, and this alone, induces me to address your lordship on the subject; and although the means which have been adopted to obtain the necessary information on so important a question are at variance with my judgment, I am not insensible of the anxiety your Excellency must feel in adopting such a system as will insure the peace and prosperity of these provinces, particularly as your future fame must be materially affected by the wisdom of the measures you may recommend. I therefore take it for granted, though not agreeing to every amendment, that a few suggestions from an individual whose only object is an ardent desire to promote the future welfare of his fellow-countrymen, may not be considered intrusive.

"The first act of your Excellency, was issuing a proclamation, under date of May last, in which you state you wish for information. This expression inspired a degree of confidence throughout the Canadas, among all classes, for all feel the necessity of this change.

"The grand desideratum is to make this change effectual when made, and to this subject the attention of your Excellency is particularly directed.

"Framing a constitution for the future government of a country situated as these Provinces are, may be considered a most difficult and complex measure. But when we have the governments of Great Britain, the United States, and the British North American Provinces for our guide, it can only require a thorough and correct knowledge of the practical operation of their different systems, to frame a constitution which will place those Provinces in the situation which your Excellency has promised.

"We find, after the experience of centuries, England, Scotland, Ireland, and their dependencies, with nearly thirty millions of people, comprising different races—with a diversity of creed, and apparently separate interests, concentrated and combined for the mutual and general interest of all, in *one united Legislature*. The unbounded prosperity and other advantages those three kingdoms possess over most other nations, is by the best authority entirely attributed to their forming *one undivided state*, or this concentration of power.

"We find the United States, from the circumstance of their having been originally Provinces, similar in a degree to the present British Provinces, formed into a number of state legislatures, who again appoint one general Congress for the government of the whole. The local boundaries of those states were established with as much wisdom as human ingenuity at the time possessed. Still, jealousies and contradictions are daily developing in

many parts of that extensive union, and although their general prosperity is admitted, the result of the experiment, after a dense population, becomes established, is by no means certain. We find in British North America, separate legislatures established, each one having a direct communication with a branch of the government in England, at the head of which an individual is from time to time appointed, called a *Colonial Secretary*, who, in fact, is the government of each of those Provinces, as all instructions to our Governors (which are considered law) emanate from him.

"The constitution was designed to assimulate as near as practicable to that of the mother country—to consist of three separate and distinct branches, each possessing their due weight.

"At the period when it was first carried into operation, the Province was thinly settled. Perhaps the only persons possessing sufficient intelligence resided in Toronto, and the most suitable persons were then selected to compose the executive and legislative councils from that town.

"Since that period, very great changes have taken place in the situation of the Province, and many gentlemen of intelligence and weight reside in the different districts, who possess their due local weight in their localities.

"The question of a responsible executive government has of late been fully discussed, and the administration of Sir Francis Bond Head, although it succeeded for a time, has placed the Colonial Office in a most ungracious light, and what must ultimately occupy the most unpopular position, by declaring they were not responsible to the people, and could not be made to be so in a Colonial Government.

"And as if to prove incontestably to this Province, that they could exercise that power to the injury of its inhabitants, the Executive government, under the same administration, contrary to the expressed opinion of the inhabitants, from all quarters, and contrary to the expressed opinion of their representatives in the House of Assembly, persisted in carrying into effect a measure, with regard to *specie payments*, which almost annihilated the trade, commerce, and credit of the country.

"This practical test created the most general discontent, and had the effect of producing more advocates against the Colonial powers, than all the arguments ever before advanced.

"The Legislative Council do not possess the confidence of the country. There are honourable exceptions, but I speak of them as one branch of the government. Many hold offices, and appear to possess a separate and distinct interest from the body of the people. Hence, the Governor, the Executive Council, and the Legislative Council are considered as one branch, in contradistinction to the House of Commons.

"If a durable government is formed for these colonies, it must be more popular in its constitution; and to work well, each of the three branches must possess its separate and due weight. This can only be effected by the Executive Council being composed of individuals from different parts of the Province, who may be called upon to advise on any important question which relates to the general community, whenever the Governor thinks proper.

"The other branch should be selected from individuals from different *districts*, at least one from each, the remainder *pro rata* with their population, and should not hold any office under the Provincial Government.

"I can see no good reason why the same principles which predominate in the Government of Great Britain, if introduced here, would not produce the

same effects; and although I do not approve of the elective principle being introduced in the Legislative Council, candour compels me to say that a great majority of the people would feel better satisfied if at least a part was elected from the different districts.

"It is reported that your Excellency has taken an extensive and comprehensive view of our Government, namely a union of all the future British Provincs. This measure is making the most favourable impression, the more it is discussed, and if your Excellency can only effect this one object, universal satisfaction would at once, and on the outset, be stamped on the measure. The importance of which, renders it necessary that its effects should be well considered, in all their bearings.

"A union of Upper and Lower Canada would be equally satisfactory to the inhabitants of this Province, provided a preponderance was given to the inhabitants of British origin. To this project objections are urged by the inhabitants of Lower Canada, the justice of which it is useless to at present discuss.

"The measure proposed by your Excellency, to unite all the Provinces, removes those objections. The only question for discussion then is—whether the Provinces could be best governed by a united Legislature, as in Britain, or Provincial or State legislature, with a general Government or Congress, as in the United States.

"The annexation of a sea-port to Upper Canada is admitted to be absolutely necessary by all parties, and even this change alone would be satisfactory to the inhabitants of Upper Canada.

"On the practical operation or final result of this question, will the future fame of your Excellency rest. To insure it beyond the possibility of doubt or cavil, the following simple method is most respectfully submitted.

"In case your Excellency considers further delay unnecessary, and intends recommending a constitution at once, for the approval of the Imperial Parliament, decide on one Legislature for the whole, and a repeal of our local Legislatures, and relieve us from the unnecessary expense of maintaining useless and powerless Governments; (the civil list of this Province alone exceeding £50,000 per annum.)

"Your Excellency will be assured the inhabitants are firmly attached to the British constitution, as now established, and desire no change. The unbiased opinion of the people can be ascertained only by those who associate with them, to whom they freely communicate: and if I am to take the opinion of those with whom I have conversed, in two or three districts, I do not believe that there is one out of one hundred satisfied with the present Government of this Province, as now administered.

"And further, they never will be satisfied until those Provinces become equally as desirable a place of residence as the United States. This is in the power of your Excellency to effect, and even make it more so, by concentrating the power in one Legislature, without which it will be in vain to make further experiments in the land-granting department, to encourage extensive emigration. The attempt has been made again and again! Some thirty thousand souls came out for two or three years in succession, three-fourths of which, at least, and many think nine-tenths, found their way to the United States. And whatever emmigration may hereafter be made, we will continue to be only a mere thoroughfare to that country."

After giving his Excellency an account of the commercial advantages of the neighbouring States, from their having seaports and improvements connecting them with the interior, the letter terminates thus :—

"What a humiliating spectacle for us does this state of things present, when contrasted with the present situation of Upper and Lower Canada, where we see every public work in abeyance, public credit annihilated, property valueless, and our only hope resting on the contemplated change in our present system.

"The cause which has ostensibly produced this contrast is due to the division of power in our Legislatures of Upper and Lower Canada.

"I have the honour to be, my Lord,

"Your most obedient servant,

"WILLIAM HAMILTON MERRITT.

"St. Catharines, District of Niagara,

"Upper Canada."

This was succeeded by other communications, giving his Excellency the results of his long business and Legislative experience, which have already been shewn to some extent in this work, and will be further exhibited during the administrations that were appointed to carry out Lord Durham's policy. We cannot but recommend Sir Francis Head's narrative in answer with the report, as they both form important documents in our Canadian history, and are both to be found in the Legislative proceedings of 1839.

Sir John Colborne entered into the administration of the Government.

A proclamation of amnesty being issued on the 22nd of October, by Sir George Arthur, was succeeded by a call of the militia.

Lord Durham's conciliatory speeches had no effect upon the revolutionists, who still carried on their plots *to found a Republic here*, at a *safe* distance on the other side of the river.

November 17th.—An attack on Prescott, followed by one at Windsor, with some desultory burnings along the frontier, were all the hostile or military demonstrations accomplished.

The troubles that were renewed in the fall, are thus noticed by our subject in a letter to Dr. Prendergast :

"St. Catharines, Nov. 18th, 1838.

"My Dear Father :— * * * * You will have heard, before this reaches you, various accounts of the renewal of hostilities, both in Upper and Lower Canada. The truth is, the country is in a bad state, inasmuch as all business is in a manner suspended, and I fear it may remain so for a year or two, but no person need be under any apprehension as to the result. The outbreak in Lower Canada is without concert, money, material or men. In Upper Canada an attack has been made at Johnstown, below Prescott, by two or three hundred men, who have been all killed or taken, and we have no reason to apprehend any danger from the attacks of any brigands of this description; my only fear is they will embroil the nations in a war, if so, it will be a great evil, and the prosperity of both countries will be not only greatly impeded, but most seriously injured.

"Rumor says we are to be invaded by some invisible foe, from the opposite shore, that numerous meetings are held, and a large force coming from Michigan to Lewiston, but I do not believe it.

"Believe me, affectionately yours,

"W. HAMILTON MERRITT."

December—An item of the day, eliciting the depression of the times, was shown in the decrease of the population of Hamilton, then numbering 3,342—225 decrease.

The milling business, in which our subject was largely interested, had now become an extensive and important branch of our manufactures, and Mr. Merritt had already established a profitable trade in New York, where, by the superiority of his flour, it gained a good name. This year he decided upon still further extending his trade, and commissioned Mr. Coventry, his clerk, who was going to England, to visit his friends, to offer four thousand barrels for sale in the Liverpool market, which sale was soon effected, and shipments continued with varying success, up to the disposal of his mills.

The traffic on the canal, during the summer business, showed an increase of nearly fifty per cent, although Macaulay, the President of the Board, had, in his first report for the year 1837, advised the abandonment of the canal by the Government, as he did not think it would ever prove a paying investment. Its success this year was no doubt greatly due to the exertions made by Mr. Merritt, who, whilst on his private business in the States, was continually removing objections to, and advocating the superiority of our route. When at home he, as before, exerted himself with the authorities in power, to have as much leniency shewn as possible to the numerous misguided men who were now lying in the prisons, for participation in the invasions; and we have reason to believe that his efforts in this direction was not wholly unsuccessful, as numerous cases can testify; and banishment was, in most cases, substituted for capital punishment. Some cases of banishment of Lower Canadians to Bermuda, met with the disapproval of the Colonial Secretary in London; and Lord Durham considering his jurisdiction interfered with, resigned, and returned to England.

A secret society was at work in the United States, and Mr. Merritt and his friends on the other side, desiring peace, caused them to pay too little attention to their machinations, as the following correspondence will show.

"*Government House*, 24th December, 1838.

"MY DEAR SIR:

"I have to acknowledge the receipt of your two favours, dated 30th ult., and 10th inst., which came together on 11th instant; but since that time, the pressure of duty has been such, that I have found it impracticable to answer them at an earlier date than the present.

"I regret to observe, that you have taken the remarks contained in my former letter, in a sense foreign to that which was intended to be conveyed. Owing to the incredulity which prevailed with many good and zealous subjects, respecting the extent and danger of the conspiracy which had been

formed within the American boundary, and which they did not hesitate to avow—the call upon the country, which the Lieutenant-Governor considered it necessary to make, was not everywhere received in the spirit which the actual crisis did most certainly require. The injury thus done was manifest, and had it not been for the energetic course pursued by the Government, might have been irreparable. I therefor do not think you could have any ground of complaint, or of offence, if in addressing you as a gentleman of approved loyalty and zeal, I pointed out the evil consequences of raising doubts in the public mind respecting the necessity of the course adopted by the Government. Few now remain in the country who do not admit that the intelligence obtained by the Government respecting the plots of the American brigands and Canadian refugees, was singularly correct, and received at so early a period as to enable His Excellency to frustrate the plans laid for surprising some important points on the frontier. It is to be hoped you also have been convinced on this point by recent occurrences.

"I have laid before SIR GEORGE ARTHUR both your letters, as well as the communications you received from Mr. Starkweather of Cleveland, and Mr. Crocker of Oswego. Those two gentlemen probably hold a place among the more respectable of American citizens, and in ordinary times and circumstances, I should not hesitate with you to attach implicit credit to their declarations. At present, their statements are to be received with extreme caution and jealously. Nothing need be added to my former observations upon the letter of Mr. Starkweather. Of Mr. Crocker's, it need only be remarked, that it contains declarations which no one can credit who knows that the plots of the *invading vagabonds* were sent to no inhabitant of Oswego. Mr. Crocker may perhaps not be a sworn hunter, but the tenour of his letter shews that he is not unfriendly to their projects.

"All reflecting men will, like yourself, concur with His Excellency in deprecating a war, although all may not be equally sanguine in their hopes that the existing violent spirit within the American lines may ever be subdued without a national collision.

"His Excellency desires me to say, that he considers the views you have expressed respecting the drafting of militia men for actual service, deserve great attention. You can have no idea of the trouble which has been occasioned to Sir George Arthur by the necessity of a sudden call upon the militia, for the protection of the Province, and the difficulty of wielding a force hitherto so much overlooked as respects organization and discipline.

"I am now to return you the two letters you were so good as to send for perusal: although you intimate that these are the last you will thus transmit, you will doubtless continue to communicate any that you may consider useful to the Government.

"I am,
"My dear sir,
"Your's very truly,
"J. MACAULAY."

To show that this caution was not without its evils, through the reports of the Governor's agents, the high rewards given to informers, caused a great many among the oldest and most respectable families to be viewed with suspicion. Among these were Col. Nellis and our subject.

The year closed with the prospect of anything but a speedy settling down

to peaceful pursuits. The militia were still under arms. The people were getting used to the military profession, and the glorious tradition of their ancestor's prowess in the last war made them, especially the young, not averse to the conflict. The papers on both sides added to the flame, by exaggerated reports of border outrages.

To show the injury done the Province by diverting the fur trade through Hudson's Bay the last quarter of a century, their value was this year £250,000, all that were required in this country had to be repurchased from the company's stores in London.

1839.

The Holiday's were spent with the family at home; dining at his father's on Christmas, a social party was held at his place New Year's day.

On the 3rd he left for Haldimand, on a visit to his constituents, and arranging the business of the Grand River Navigation Co. There had been no report published for four years. The principle object of the present visit was the getting out of a statement for the next Legislature. The report was dated 19th January, at Seneca. It was the same as the Welland Canal, viz: That the Government should, in failure of assistance, assume ownership of the whole work.

Mrs. Merritt gives some items peculiar to this time of trouble and anxiety, in a letter to her mother, Mrs. P——, dated the 9th of January.

"At New Year's a large family party dined here, the boys were all life and animation. New Year's Eve, R— and C. A— were here, they sat up till 2 o'clock, and took their cannon out to the street, and fired it twice, it was heard at the further end of the village. Most persons knew what it meant, though some were frightened. Mrs. R— told me that she thought it was a signal that the rebels had come.

"H. got home from his tour to Brantford and Haldimand on Wednesday evening. He says times through the country appear gloomy and discouraging. Some of the farmers say they don't intend to do much; if the fences fall down they will put them up, but will not split a rail to make new ones. There is no emigration into the country, and still some going out. H. says the country is ruined for years to come. We don't see it in this quarter or any where on the lines, for in truth it's pretty well filled up with troops, but in the back townships, from Oxford to Malden, and on the River St. Lawrence. Some talk pretty strong of war with the United States. H. is often drawing comparisons of the difference of prosperity and improvement of the two countries.

"Governor Arthur has just gone to Malden to see the state of the country. H. says he hopes the roads will all break up, so he may just see what roads we have.

On his return from his military inspection, extending as far as Malden, Sir George Arthur passed St. Catharines on the 22nd to the Niagara frontier, returning the 23rd. Shortly after, Mr. Merritt addressed a series of letters at the Governor's request, to him, on the financial affairs of the Province. They are similar to those addressed to the High Commissioner, Lord Durham, and consist of seven, dated from the 10th to the 18th, which may be summaried as follows:

"May it please your Excellency, with a hope your Excellency may have an opportunity of devoting a small portion of your time to the civil affairs of the Province, which your calling of the Legislature seems to indicate, and in compliance with your personal request, I will devote a portion of my time during the present week, in pointing out the prominent causes which have produced the present unprecedented depression, and in suggesting for your consideration, such measures as are likely to afford the most speedy relief.

1st. Is a resume of his financial acts in which he had been engaged as member. 2nd. Advocating public credit for public works. 3rd. British trade on the St. Lawrence rivaled by Mississippi. 4th and 5th. Admitting our grain free of duty to Great Britian. 6th and 7th. For union, and for the right to initiate acts of trade. Closing. "My remarks are not intended to be either personal or political, they are directed against our present system, under which the wisdom of Solomon could not make this a prosperous country. W. H. M."

A few days before leaving for the Legislature, Mr. Merritt, as was his custom, wrote down the subjects most necessary for attention during the session. This memorandum is dated 20th February. The giving notice of enquiring into the state of the Province, was a chief subject for Legislation.

On the 27th of February, Parliament opened, and in the Governor's speech, reference, in a congratulatory manner, was made on the suppression of the rebellion; and hopes expressed that trade would again resume its ordinary course as heretofore, in peace and harmony.

Notice was given on the first day, (24th,) for a committee of the House, on the state of the Province, for Wednesday 28th; and Mr. Merritt with Mr. Robinson were appointed a committee to draft an address to his Excellency, respecting the resignation of the Earl of Durham.

March 2nd. For Committee on Finance he got the most ballots. On the 14th the Finance Committee reported, and 200 copies ordered.

March 23rd. Three resolutions on the state of the Province were brought in by the committee—11 to 35, for a union, and sending agents to England. The amendment to dissolve the House was lost by 11 to 33. It is melancholy to record that an amendment not to disenfranchise the French Canadians of their national rights was defeated by a large majority.

On the 24th it was resolved that the English should be the language in the united Legislature.

The 14th resolution was that the Speaker, Sir A. McNab and Mr. Merritt, member for Haldimand, be commissioned to proceed to England to repre-

sent the resolutions, and advocate them before the Imperial Parliament. 1000 copies of the Report were printed. This report was sent to the Legislative Council for co-operation.

To add to the complications, the acts of sympathizers in the States taking part with our malcontents in Canada, was copied in the eastern section. On the 24th of January, a military expedition from Maine had marched into and taken possession of the disputed territory between Maine and New Brunswick. This roused the war discussion once more; but the evil was averted by forbearance, and surrendering the greater part of the territory in dispute.

An address had been passed in the latter part of March, reflecting on the conduct of the aggresion of the State authorities of Maine, and was as follows:

"That this House would be alike wanting in gratitude and patriotism, were we to hesitate to assure the gallant New Brunswicker's that, however, we should regret a war with the United States, we nevertheless pledge ourselves that should such a result proceed from the conduct of Maine on this occasion, that we will support, maintain and defend the rights, &c., with our energies and our lives, and to inform Sir John Harvey thereof.

"A. McNAB, SPEAKER."

On the 1st of April a new committee was struck on the state of the Province, particularly concerning the foreign invasion. Prince, Sherwood, Chisholm and Robinson were members.

About the same time appeared the report of Lord Durham's administration in the provinces, and this, without the action of, or of course, approbation of the Imperial Parliament. The entire proceeding was against the popularity of his lordship, and the coldness of his associates, so worked on his sensitive nature, that passing into retirement, he shortly afterwards sickened and died.

On the 9th of April appeared the Report of the Select Committe on Finance, of which Mr. Merritt was chairman. It gave a most favourable account of the increase of the revenues, now equalling one million of dollars. They recommended that without adding any more burdens on the people, this sum be judiciously applied to improving our navigation, so as to become a revenue to the country, and prevent ever thereafter the imposition of more taxes. The management of the canal appears to have been left in the same hands, and little doing except preliminaries.

The Governor in answer to an address from the House for information from the Colonial Office, on the subject of union, made the following reply:

"I have received no communications on the subject, except a copy of the Report from the Earl of Durham, which has just reached me, and which I readily place in your hands."

"We think it just to give the opinion of the President of the Canal, after another year's experience on the subject of improvements, and showing his extended practical and patriotic view of the Union.

"TORONTO, Febuary 20th, 1839.

"MY DEAR SIR:—I beg to acknowledge the receipt of your letter of the 18th inst., and to say that I have duly laid before the Lieutenant Governor, all the papers which you have recently transmitted for His Excellency's consideration, and which I shall endeavor at my first leisure moments to obtain an opportunity of reading.

"We agree generally, with respect to the importance of improving the many great advantages of our country, and the necessity of promoting the increase of our trade and intercourse with the Mother Country, and with foreign states. On all these points, too, I derive great profit from the information which you are continually accumumulating.

"My remedy is to add to Upper Canada all of the lower province, except the north bank of the S. Lawrence, from Argenteuil, eastward, and the Districts of Quebec and Gaspe, which are alien in almost every respect to us. We should then have a noble Upper Province, and a seaport, and if we could not then manage our own affairs under a discreet metropolitan supervision, we should, in some measure deserve the anarchy that would be in store for us."

"Yours faithfully,

"J. MACAULAY."

The following shows an important act, being a tardy remuneration by the Legislature for a public enterprise:

Circular to the original Shareholders in the Welland Canal Co.

TORONTO, U. C., 6th May, 1839.

Sir:—My object in making this communication is to prevent the original shareholders from disposing of their Stock under its true value.

An act has this day passed the Commons House of Assembly by a very large majority, authorizing the Government to purchase out the private shareholders in the Welland Canal, and there is no reason to suppose it will not meet the concurrence of the the other branches of the Legislature authorizing the Goverment to purchase. The terms are as follows:

"1st. The Provincial Government is authorized to issue debentures in the usual manner, payable in twenty years, for the amount of stock held by each individual, bearing interest at 2 per cent. for the first year, 3 per cent. for the second year, and so on thereafter.

"It further provides, that so soon as the sum of £30,000 per annum is received from tolls, each shareholder shall be entitled to receive the amount of their back interest, since the dates of their respective subscriptions were paid in—the interest on these debentures is secured by the income to be derived from the work.

"I cannot refrain from expressing the gratification I feel in being enabled to announce to the original subscribers, that they will ultimately be paid principle and interest on their investment, in a work, which for magnitude and utility, cannot be surpassed on the continent of America, and for the construction of which the public is indebted to their early enterprise.

"I have the honor to be, Sir,

"Your obedient servant,

"W. H. MERRITT."

A change had occurred inimical to the decision of the House, regarding the delegates to England. The upper House had returned the bill, substituting J. B. Robertson for Mr. Merritt. A discussion arose in the House

on its reconsideration. Neither Mr. Merritt, Robertson, or Sir Allan had the opportunity of representing the wishes of their country to the British people, before the Imperial Parliament. The following correspondence and article from the St. Catharines *Journal*, will tend to explain the circumstances of this change, not altogether indicative of the very consistent views of some of the members of the House.

"Mr. Merritt, as he himself asserts, was never a party man, yet we ourselves, were under the impression that prior, and at the commencment of his Legislative course, he was somewhat too strongly tinctured with principles at variance with the peace, prosperity and good government of this colony,—we mean Toryism—although we were, and still are unable to name a solitary public or private act, that could justify such a suspicion. It must have arisen from his connection with, and support of, the Episcopal Church in this place. We have watched his proceedings in the Legislature, and have ever found him the constant advocate of measures which he himself considered of beneficial importance to the Government, and the unflinching and independent suppressor of all such as had a contrary tendency.

"Happily for the peace of the Government, Lord Durham's mission to Canada has formed a rallying point, around which are assembled those who embraced the interests embodied in the Report, and resolutely determined to enforce its adoption, and by having a responsible government, with constitutional principles relieve the Province from impending ruin.

"Nothing more conclusively shows the narrow, envious and spiteful character of the Hagerman *clique*, than their spiteful conduct, in relation to sending a commission to England. It is well known that Mr. Merritt and the Speaker were appointed by the House to this important mission, to which the Legislative Council refused to assent; but, by way of amendment to the Assembly's bill, they struck out the name of Mr. Merritt, and on their part added the name of Mr. Robertson, now in England, and return t he bill to the House for their adoption, who on this occasion very justly asserted their dignity, and for the insult offered them, in the person of Mr. Merritt' literally kicked out the bill altogether.

"Such has been, and such will be, the thanks which every one may expect who pursues such an independent course."

Mrs. Merritt notices why the Commissioners were not sent:

"H— came over on the 20th of April for a short time, and gave as a reason for not sending commissioners, that the Government for the colonies were to be settled in the British Parliament about Easter, and they could not arrive in time to be of any use."

His son William in the same epistle, refers it more directly to the report.

"Since the arrival of Lord Durham's report Pa will not go to England, as that corresponds so much with their views and wishes."

"GOVERNMENT HOUSE, TORONTO, 4th May, 1839.

"MY DEAR SIR:—With reference to a recent conversation at the Private Secretary's office, between a member of the House of Assembly and a gentleman provisionally in the service of the Government, which has, unfortunately, become a matter of notoriety, and in which your name was

particularly introduced. I assure you that I have not heard of it without a degree of regret, which has been considerably lightened by a consideration of the place where it happened to occur.

"I have the honor to be, my dear sir,

"Yours very faithfully,

To WM. H. MERRITT, Esq. "GEO. W. ARTHUR."

"ROWSELL'S, Monday morning, TORONTO, May 6th, 1839.

"MY DEAR SIR:—I have been informed that a remark I made in the course of private conversation, with reference to your having been sent as an agent to England, has been brought forward, with much aggravation and in a most unaccountable manner, within the walls of the House of Assembly. I therefore deem it due to myself to let you really know what I did say; and, when I have briefly done so, I think you will agree with me in saying that the freedom of speech, in a British Legislature, was never more arbitrarily and unjustly exercised than when it was used, on the occasion to which I allude, for the purpose of blasting my prospects in public life.

"While talking one day, at the Government Office, with Colonel Chisholm, the member for Halton, I believe I remarked to him—(I say *believe*, because I have no distinct recollection of so trifling and casual a matter) that you were not a fit person to represent the British inhabitants of Upper Canada, in any mission to England, because you were so American and Democratic in your opinions. These might not have been the precise words, but such, I am sure, must have been their exact tendency, for such is the opinion I have ever entertained of you in your political character.

"After the personal kindness I have experienced at your hands, I deeply regret that any fair remand of mine—which obviously was never meant to be repeated to you, and which, according to the rules of society, never ought to have been conveyed to you—should have been magnified into such a grave and ridiculous importance, or, if such has been the case, should have caused you a moment's annoyance.

"As a public man, you will readily concede that you are public property. You have long been prominently before the public, and whenever I have joined in any conversation, of which you were the subject for the moment, I have never failed, while remarking on what I conceived to be your Democratic bias on politics, to render my humble testimony to your domestic worth, your charity, and your household virtues, and to your *practical* loyalty as exhibited during the last war.

"Believe me still, my dear sir,

"Yours very sincerely,

"To W. H MERRITT, M. P. P. JOHN KENT."

In Mr. Merritt's speech, on the last day of the session, upon the discussion of this question, in the Canadian House, May 11th, he says, in advocacy of the views embodied in Lord Durham's report:

"The plan recommended by Lord Durham is briefly this:

"1st. To remove the Colonial office from Downing Street, London, to this side of the Atlantic—to transfer the power now vested in the Colonial Minister to the Governor. 2. The Governor to represent sovereignty, to bear the same relation to the people of Canada that the Queen does to the people of England. 3rd. To select for his advisers men at the head of

our Provincial Department. 4th. To retain their places no longer than they are supported by the Legislature.

"This is no Republican or elective institution. Here is no upsetting the foundations of society among us; there is no turning men out of office, from one end of the country to the other, irrespective of the manner in which they discharge their duties; here is the simple application of the tried principles of the British Constitution in a British Province; intelligent, patriotic and loyal, and worthy of all the civil rights, as they possess the intellectual and moral attributes of Britons.

"The only objection, that any but a Republican and Democrat can argue against it is, that it would render this Province independent."

He also argues that the *personelle* of the Ministry would be a matter of indifference to Britain, and it would ensure men of the first ability in the country, and would remove all distinction of origin. The Governor stands *bone fide* as the representative of Royalty—the sacred emblem of power, the supreme administrator of the laws, and he will be placed also above the order of the Imperial Minister.

"3rd. Lord Durham's remedy will remove all danger of separation, and will be an effectual prevention against the introduction of Democratic or Republican principles among the inhabitants. Give us the *full benefits* of the British Constitution and we will become the admiration and envy of the United States, and retain what they do not possess—a strong executive government.

"But I will at all times adhere to those measures that will secure the peace, and promote the prosperity of Upper Canada."

The desertion Mr. Merritt had experienced from his friends, worked upon his feelings. There was a field of honorable distinction open, and in which he had evidently set his mind, for by being made a representative to England, right or wrong, concieved that he would be of great benefit to his country, and he had the unpleasantness to experience that while engaged in the material improvement of the country, he got their support; but when attempting to raise himself out of the party role they had placed him in, trying to advance himself and his countrymen politically, by representing them at the British Court, he felt by this act, that it was their opinion "he had better stay at home."

His first object on returning was to get clear of the entanglement of private business. He intimates this late in June, in one of his familiar letters to his father-in-law, and that he will perpetuate his views by bringing up one of his sons thereto.

"It is my intention to get out of active business. William H. Merritt, Jr., I trust will at least make a statesman."

For this purpose, and partly to advance his political scheme, he visits the Lower Province.

He was accompanied by the son alluded to, whom, on reaching Albany on their return, he gave introductions to visit his friends at Byrom, near

New York. This was partly a reward for studious conduct, and a preparation for the serious study of the law, for which he had passed, according to the Chancellor, the best examination.

On his return he completed his arrangements of leasing the mills; and the following advertisement appeared in the August number of the *Journal*:

"All business in connection with the Welland Canal Mills will hereafter be conducted by J. Mittleberger & Co. Signed, W. H. MERRITT."

The first use he made of his leisure was to address a letter on public affairs to Mr. Nelson, member of the Executive Committee, in Lower Canada. It appears in the *Journal* of the 15th, and is prefaced by a paragraph from the Toronto *Examiner:*

"The admirable speech delivered by Mr. Merritt in favor of Responsible Government has been copied into several of the Lower Canadian journals, and has been reviewed at considerable length in the Quebec *Gazette*."

Mr. Nelson accuses Mr. Merritt of asking the Government of Britain to give millions for improvements, and in defence of the country, to a body against whom they would have no security. Mr. Merritt controverts that by the example of the two public works.

"The management of the Rideau Canal is under some power of England, to whom those in charge here are responsible. The Welland has been under the direction of those interested in the Province, the result, the people of Upper Canada for the one have to pay an advance of from 50 to 100 per cent. from Kingston to Montreal; while on the other, the freight from Detroit to Kingston is only what it was from Chippawa to Queenston, in old times."

With regard to the formation of a House of Lords, for which the Councillor accuses Canada of having no adequate material, he says, "We possess "men of equal intelligence and wealth, compared to the population and "wealth of the country, and to those with whom they have to come in con-"tact, as the people of England, compared to the population and wealth of "that kingdom, and to the individuals with whom they have to come in "contact."

The Canadas take six million dollars of British manufactures—half of which is paid by English expenditure in this country—and closes by remarking: "We require an equal or greater concentration of power than the union of England, Scotland, Ireland have produced—like the State of New York—that we may utilize the advantages of our position."

The evil of the unquiet and uncertain state of the country was still going on, for, in the *Journal* of 11th July we read:—"Emigration from Upper Canada to the Western States is going on very rapidly." A correspondent in the London District writes, "that nearly half the population of that district intend emigrating. The Toronto *Examiner* is of opinion that the Upper Province will lose one-fifth of its population by emigration to the Western States.

Public meetings were now being held in various parts of the country; some, as in Brockville, were the occasion of a riot. The following letter relates to an important meeting held in Hamilton:—

"Your views respecting committees, addresses, and union of Reformers, coincide entirely with our own; and we are busy organizing local committees. I beg you to understand I should have avoided calling together public meetings had the choice rested with me, but the Reformers are at present a straggling flock, and act without concert. I should be glad to hear that you have determined upon a snug meeting in Toronto of a few of the leading Reformers of the Province, men of influence and character, who should determine on a plan for the guidance of the districts.

"E. CARTWRIGHT THOMAS."

In September, a large and influential meeting was held at Niagara, the County town, and still the most important place in the district, to take into consideration the state of the country, and Lord Durham's report thereon. Mr. Merritt prepared a resolution (which he introduced by a speech) "That this meeting fully concur in the union, and a government according to the model of Great Britain." Passed unanimously.

This initiation of the new reform in the old borough, was carried on by circular. Similar meetings were held in other sections.

Some of the coadjutors for the work of reconstructing their country is indicated in the following list of correspondents:—July 15.—E. Cartwright, Thomas, Hamilton. Aug. 10.—Peter Perry, Whitby. 12—Hon. D Fergusson, Woodhill, Nelson. 24.—A. Manahan, Montreal. G. H. Detlor, Brighton. 27th.—J. H. Boulton. 28th.—Francis Hincks. 23d.—Thos. McKay. October 19.—A. D. Robling, Napanee. Richarsdon, Sandwich. G. Tiffany, Hamilton. Nov. 18.—J. W. Powell, Townsend. Nov. 5.—Attorney General Spence. August 12.—O. R. Gowan. Aug. 27th.—J. Lockhart, Niagara. Sept. 12.—Cooper, Rainham. Sept. 4th.—Dr. Jarold, Dunnville. 30.—D. Thorburn, Queenston. Joseph Clarke, Haldimand.

Mr. Merritt, just before the meeting of Parliament, delivered his views to his constituents at a public meeting of the freeholders at Rainham. A letter from one of them, an Orangeman, gives his views and that of his fellows on the great question of the day:—

"I am a Briton, and consequently dissent from the sentiment expressed in your speech. We want, my friends, a total change in the laws of the Province. We require the choosing of our own rulers, and to get rid of foreign thraldom, and this shall before long be the case, and must be the case."

On Lord Durham's departure, the report he had made on the country, was so agreeable to the views of the respectable portion of the people, that after a year of administration by Sir John Colborne, further delay was considered impolitic; and a member of the Imperial Ministry, Sir P. Thompson, was sent to carry them out.

On the 19th of October appeared the proclamation of the new Governor-General, Hon. P. Thompson. He arrived at Toronto on the 20th of Nov.

Mr. Merritt, previous to the opening of the House, went over and visited the Governor.

3rd of December.—House met.

Steam communication with the colony was promised in the Governor's speech, together with abstract of reforms.

The character of the new Governor is given in "Sketches of the 13th Parliament," by Erinensis, a fellow countrymen, said to be the J. Kent noticed in Sir George Arthur's employment:

"The Right Hon. C. P. Thompson, Governor General of the North American Provinces, had long been an enemy to the Canadian timber trade, and an advocate for those measures which the great body of the people repudiate. He was considered one of the most thorough-going Radicals in the Cabinet—a man of great *finesse*, and a true reader of character. As a commercial financier he stands almost unrivalled. It was thought that he might prove the most proper person to win from the Canadians an expression of confidence, and he has proved himself well calculated for the task. In his personal address he is mild and affable, ready of approach and free of conversation. Opposed to his line of politics, and convinced that his mission to Canada will be productive of no good, if not of absolute evil, I must give him the talent of consummate management; he has hitherto succeeded so as to carry all his measures, and it is most unaccountable by what almost magic influence he cajoled some members into a desertion of previously entertained opinions."

The author, then attending his studies in the Provincial Capitol, who had come over with the members, wrote home his observations on the new Governor:—

"Saw the House opened; it was quite a grand affair, filled with ladies and gentlemen. Governor Thompson, a man of slight stature, in a blue dress coat, breast and skirt covered with gold lace, was surrounded by his suite, which, with Sir George Arthur, Lieutenant Governor's suite, made an imposing spectacle. The Governor read his speech in a very affected cockney tone."

"A despatch from Lord John Russell, which was in the papers a few days ago, made a practical commencement of the new system of Responsible Government. The peroration of the despatch is as follows:

'The Queen's Government have no desire to thwart the representative assemblies of British North America in their measures of reform and improvement. They have no wish to make those provinces the resource for patronage at home. They are earnestly intent on giving to the talent and character of leading persons in the colonies, advantages similar to those which talent and character, employed in the public service of the United Kingdom, obtain.'

The Toronto *Guardian* of 18th December remarks:—"Almost the only "topic of discussion in Parliament the last eight days, and the principal "topic of general conversation has been the union of the Provinces. The

"position of the parties is novel and sometimes amusing. Messrs. Merritt, "Aickman, Robinson, Park, &c., headed by the Solicitor-General for the "Government party, and Messrs. G. S. Boulton, Rattan, Murney, Gamble, "Cartwright, &c., in opposition—the latter making attacks on the Gover- "nor, and some of them talking strongly of separation." He adds, "that "for tyros this first assailment of Responsible Government in the House "may be considered satisfactory."

Says the St. Catharines *Journal*:—"Mr. Merritt made one of his best "speeches—advocating the union of the Provinces; that it would add "1,000,000 British to the population at once, and thus make the reforms "that were advocated, possible, by such an accession of the Anglo-Saxon "element in the Assembly."

An interruption to the general direction of legislation was attempted by the introduction of the measures of the sympathizers into the House, but which acted only as an amusing diversion to more important debates.

On the 10th of December, Mr. Boulton brought in a bill to disqualify certain persons from being candidates, or voting at elections. Mr. Merritt considering the imputation it inferred, as questioning the loyalty of the people, moved to give it the six months hoist. Mr. Cartwright said there were lodges in several districts. It was sworn before him that there was one in St. Catharines. Mr. Parks,—"There are none in the London district." Mr. Cartwright believed there were more there than any other district in the country. Information was received by the Government last night that an attack was to be made on the Niagara District. Thomas H. was the head of the lodge in St. Catharines. Mr. Merritt denied that any lodge could exist in St. Catharines. Mr. Sherwood replied as having heard under oath that the Hunters possessed a written statement over his signature:—"As soon as you convince me you are strong enough to effect anything in Upper Canada, I will take command of you." Mr. M. said it was wholly untrue. [Loud cries of Hear, hear, from all parts of the House.] He had received no such communication or proposition either verbally, by writing, by signs, or in any other way or shape whatever, consequently he could have returned no such answer.

The *Journal* in an article of over a column on this debate says:—"Early "in the past season the *Church* and *Star* began to foretell invasions, and to "promulgate that the Durhamites were in league with the 'Patriots' to "overthrow the Government. They next proclaimed that Hunter's lodges "were being established in various districts of the Province, and that the "various meetings held there were in aid of the 'Patriot' cause; one of "them, the *Star*, stated 'on correct information,' that overtures had been "made to Mr. Merritt, to take command of the brigands in their next in- "vasion. What answer did he give them? If Mr. Merritt is guilty of "the charges preferred against him, let him be not only expelled, but put

"upon his trial for treason; and if he is innocent, let the guilt rest where "it should, upon his accusers."

We have noticed the measures of our subject to avoid prosecutions in his own district, and to have mitigated the sentences of his fellow-countrymen deluded into overt acts of rebellion. Among the 885 persons who underwent trial, imprisonment, execution and banishment, whose fate drove tens of thousands from their native soil, was Benjamin Wait, living now in one of the Western States; he was banished to Van Dieman's Land. His heroic wife, now numbered with the dead, determined on leaving her residence in Lockport, and imploring his release at the foot of the throne. In Wait's narrative, page 273, we find the following:

"Here I left my dear child, and commenced operations by collecting, among my husband's acquaintances, certificates of his former good character. I went to Haldimand, where we had last resided, and obtained a great number of most respectable testimonials, which were ratified by the signature of Wm. H. Merritt, Esq., the worthy and distinguished member of Parliament for that constituency, who seemed not a little astonished that I should have conceived the idea of going to England, considering the circumstances in which I was placed, though he readily and most kindly gave me letters of introduction and recommendation to official characters in England, with one to Richard Irvin, Esq., of this city, containing, as I afterwards learned to my advantage, a check on that gentleman for twenty dollars, which was most gratefully accepted, and will, with Mr. Merritt's corresponding kindness, be remembered with that deep sense of gratitude so eminently due."

"Sir John Franklin, the Governor of Van Dieman's Land, has spoken to me, (one of the prisoners,) of having received communications from Wm. H. Merritt, Esq., and has written him, in reply, that he would grant me every indulgence, consistent with his duty, as Governor. I certainly feel thankful to him, but more so to Mr. Merritt, to whom I beg you will tender the best wishes of a sincerely grateful heart."

In the House Mr. Merritt had drawn up a series of resolutions on the state of the country, for transmission to England; and himself and Sir Allan McNab were deputed to lay the same before the Imperial Government. But before this was consummated, the appointment of a new Governor (Hon. P. Thompson) had occurred, who came fully empowered to bring about the much needed reformation. In a volumnious correspondence, he gave his experience on the political state of the country, and its commercial relations as a colony. A brief summary of his views may here be stated. They may be seen in one important particular to differ from the Governor, his predecessor, and the Imperial Ministry who sent them; namely, in the race, nation or people who were to hold office to carry out Responsible Government; and, as a natural consequence, in whose interests the Government should be carried out. In the one instance it was natives of the country, or those unequivocally identified therewith. With the Imperial party, officers who would advocate primarily the interests of Great Britain.

"Instead of having measures emanate from the Home Government, who necessarily know but little of the British-American people, such measures should be initiated here, by the intelligent portion of the community, and then submitted to the Government for concurrence. * * * They all should be united under one Government. * * * Should this not be practicable from the many conflicting treaty claims and interests in Lower Canada? Montreal should be at once annexed to Upper Canada, in order that that Province might have a sea-port under their own control.

In Sir Robert Peel's speech on Canadian affairs, June 5 :

"They (the British Government) had but one object in view. They did not wish to make the government of the Provinces the means of obtaining any paltry pecuniary advantages, and they might say to the Canadians, we mean to make you a British Colony, and subject to our Dominion, (hear-hear) but we will take care of this, that we will not make ourselves responsible to defend you from foreign enemies, and then allow us to be constantly threatened and opposed by you.

The lengthy and exhaustive report of 350 pages, on Canadian affairs, commences by observations on Lower Canada, but extends to all the Provinces, and says: "The real struggle is not one of principle, but of races. The report is intelligible, while the distinction is between French and English, but between English and American it is certainly confounded, and with considerable difficulty we can come at His Lordship's real views. It is hoped we do him no injustice in saying that for English he means European born, and not the English speaking people of the Provinces.

Earl Durham in the pamphlet of his report, recommends the necessity of adjusting the constitutional questions in the North American Provinces.

"I needed no personal observations to convince me there were evils. I found in all these a form of government nearly the same, and interests, feelings, and habits, in common. The North American Provinces already contained one and a half million people, besides the vast population these fertile lands are destined to support."

Oblivious that this population were here from attachment to the British cause, and entitled to the security and the enjoyment of it for their families, he changes the obligation.

"The country which has founded and maintained these colonies, may justly expect its compensation in turning their unappropriated resources to the account of its redundant population, they are the rightful patrimony of the English people;" and going on to show the policy of getting new settlers:—"These advantages may yet be secured to your Majesty's subjects, and a connection secured by the link of kindred origin, and may continue to bind to the British Empire the ample territories of its North American Provinces, and the large and flourishing population by which they will be assuredly filled."

"If I should have miscalculated the proportion in which the friends and enemies of British connection may meet in the united Legislature one year of emigration would redress the balance." It would have to be greater than any that has taken place yet, as not a third of European birth sat in the last Upper Canada Legislature.

"It is by a sound system of colonization, that we can render these extensive regions available for the benefit of the British people.

"I entertain no doubt as to the *national character, it must* be that *of the British Empire*, that which must be predominant over the whole North American continent.

"The predominant feeling of the English was that of devoted attachment to the Mother Country.

"The pretentions of the French Canadians to the exclusive possession of Lower Canada, would debar a yet larger population of Upper Canada and the townships from access to the ocean."

"The experiment of keeping colonies, and governing them well ought at least to have a trial, ere we abandon forever the vast dominion, which might supply the wants of our surplus population, and raise up millions of fresh consumers for our manufactures, and producers of a supply for our wants.

Recommending the municipal institutions to this end, he says:

"The true principle of limiting popular power, is that of apportionment of it in many different depositories, and greatly multiplying the number of municipal bodies."

We will close with the extract, which is alike applicable to British North America.

"The amazing prosperity of the United States, is owing to the unlimited supply of fertile land, which maintains succeeding generations in an undiminished affluence of fertile soil."

With regard to the premature publication of Lord Durham's Report, subsequent events have proved it to have been injurious in the Provinces. Hasty legislation might have been calculated, from its universal results elsewhere, to have been injurious. In this case, the position of the country, with a subdued nationality, were of such a delicate nature, that extraordinary attention should have been taken, so that no feelings of reprisal, founded on national antagonism, might mar the work of our future union. But the enthusiasm of the people here, on the publication of the report, showing the way of immediately getting out of their difficulties, prevented them allowing the time that was necessary for maturing the contemplated union of Upper and Lower Canada, and throwing away the consummation of the plan contemplated at home, by altering the map of Canada, so as to annex the Island of Montreal, and make the St. Lawrence to its mouth, the boundary between the Canadas, so that a union of all the British-speaking people of the Provinces might hereafter be effected without altering their autonomy.

That his view was opposed to the advancement of the country oculd not for a moment be denied by the loyal natives of British origin, whatever justice there might have been in it towards the French. The impolicy of this distinction is proved by concurring events. There was then, as now majority of native inhabitants in the country, and in Upper Canada our increase was doubling in ten years. By our last census the rate of increase is

only doubling in sixty years. The rate of our neighbors' increase is doubling every twenty-five years, therefore the security from our encroaching neighbor is every year more jeopordized.

The author was in the House on the Saturday of the first week of the session, when the Governor's despatch, which contained a ministerial programme, was brought down. It was evident the members had to deal with subjects with which they had hitherto been unacquainted.

"13th Dec.—Last evening attended a very animated debate on the Union; will continue perhaps a week; and it may be the last question before the present House, as there is talk of a dissolution. This was the threat, held over the House, if they refused to pass the reforms proposed by the Ministry.

We give our subject's opinion of the new Governor:

"Dear C.—I am much pleased with the Governor General; I think him a statesman. Have dined with him twice; no meat or vegetables—all carried round; dessert the same; wine carried round a few times, when all retired to drawing-room, where he had something to say to each one present."

The St. Catharines party, the Messrs. Boomer included, returned in an open wagon, the ground being well frozen, and all spent the holidays with the usual fellowship and good feeling.

1840.

The last session of the last Parliament for Upper Canada, closed on February 10th, and very little work had been accomplished, owing partly to the fact of the important constitutional changes likely to occur, and also to the unsettled state of affairs generally.

With regard to the surrender of the Constitution of Upper and Lower Canada, required by the Imperial Government previous to passing the Act of the union of the Provinces, in 1840, it is an error to say there was anything in it of the nature of a compact or treaty between the Canadians and British.

The right of the French Canadians to have any voice was denied, and the semblance of a treaty was only afforded to English Canadians; and what was the equivalent offered them for surrendering the power of the purse? The casual and territorial revenue, which one would think, viewing the sacrifices Britain had made elsewhere for a national object, she would readily have granted to a country that had made so beneficial a diversion for the revenue of the St. Lawrence, which was to pay for the improvement thereof.

There appeared then, as now, a nervousness with men in power of acknowledging that there were any except the late emigrants, who were not rebels to Britain in the two Canadas.

Sir F. B. Head, in a narrative opposed to the aspersions in Lord Durham's Report of the loyal Canadians, appears not to have a correct idea of our people, or his view was distorted by patriotism, and says, "that our "interests are to be subservient to the British empire, of which this colony "is but an atom."

If the late House had refused to take the grave responsibility, allowed a convention to be called, or even a new election, which, happening just after the Durham meetings, the electors were sufficiently enlightened, there, would have been respect for the act; but for a Conservative House remaining over an extra term, to barter the only safeguard to the liberty of their country, is one which leaves their conduct open to the imputation of subserviency, self-interest or inattention.

Our subject returned immediately after the holidays, and gave attention to the messages of the Governor sent down to the House from time to time, meant to mature a bill for the Imperial Legislature. He also wrote extensively to the Governor General, giving him his views on the plan for a Provincial Government, but to which his secretary, Mr. Murdock sent a brief reply, saying that *he* had read them.

While thus engaged, a word of encouragement is received from the seaboard, showing that one hope actuated all loyal Americans, however distant their abode.

"HALIFAX, N. S., Jan. 9, 1840.

"Dear Sir:—

"Permit me to address you as a member of the great party who, with these Colonies, are laboring to introduce the sound principles of the British Constitution; and you may feel assured we feel a deep sympathy in the success of your exertions. Your obedient servant,

"GEO. N. YOUNG."

The Act making the salaries of the judiciary independent of the people, any more than that of the Executive, had not yet been enacted, and Mr. Merritt congratulated Mr. B. on the promotion of a fellow countryman into the office of Solicitor General.

"TORONTO, 3rd March, 1840.

"Dear Sir:—

"The receipt of your letter of the 27th ult. has afforded me much satisfaction, as conveying the assurance which I understand it to do, that under the peculiar circumstances in which I was placed I had done right in accepting office from the Governor General.

"It is, as you say, most important to have in the new Parliament men devoted to this great principle, and resolved to carry it out with moderation and firmness. The other elections will, as you remark, require to be attended to as early as possible, after the division of counties is known.

"I remain yours, &c., ROBT. BALDWIN."

In the midst of his most engaging public duties, the advancement of his family was never lost sight of, if considering the role of statesman intended for him, W. H. M., Jr., this was combining both. The intention is exemplified in his familiar letters:

"TORONTO, 12th January, 1840.

"MY DEAR SON:—It is my intention to have a consultation with Mr. Boulton this week respecting your coming over. Mr. McKyes thinks you had better remain where you are, and confine yourself to reading for a year or two—but will not object. Much depends with yourself. Your future success can only be ensured by diligence and attention. As regards the last, may I enquire whether you ever thought of sending me a copy of the letters I marked in the letter book and left on the side boards, relating to the Welland Canal—and which you were to have sent the Wednesday after I left you. I also expected a description of your ball from Thomas, and of the theatres from you, but writing appears a serious task to you all. There is very little before the House, and I don't think anything of consequence will pass the Legislature this season, except the Union.

"Truly affectionate father,

"W. HAMILTON MERRITT."

"MR. WILLIAM HAMILTON MERRITT, Junior."

"TORONTO, 12th January, 1840.

"MY DEAR CATHERINE—The Clergy Reserve question is now under discussion, and when disposed of we will soon be dismissed. We have had ameeting of the board of directors of the Grand River Navigation Company, and am in hopes of procuring money to finish that work. After this is done, my present intention is not to interfere with any further public improvement. Mr. Bethune preached to-day in the Cathedral. It is a splendid church, but altogether too large. Remember me to all friends, and believe me, as ever,

"Your affectionate husband,

"W. HAMILTON MERRITT."

Our subject sometimes absented himself from the House for more concentration of thought. The author visited him while thus occupied. He was busily engaged drawing up the St. Lawrence Canal report, having gone home to his lodging for more quiet.

A memoir, copied from a statistical report, notices our dependence for supplies, as most of our trade was with England. The value of British manufactures consumed in the year before the rebellion in British North America exceeded that of the exportations to all Europe, being 31s. 6d. per head—nearly double the rate of that to the United States—carried in 1,273 British vessels; 75 only being by others.

Returned home, being now relieved from legislative duties till again called upon to resume them by the voice of the people in another election, Mr. Merritt's journal of March 4th shows how watchful and attentive he was of the progress of his country towards liberty, and of the proceedings of those in authority:

"Mr. Young wrote on resolutions 3d February, saying Sir Colin Campbell, the Governor, acted on the despatch of 31st August: 'I shall be glad to learn that you have thought it expedient to give seats in it to some of the leading men in the Assembly.' Contrast this (the memorandum adds) with the dispatch of 16th October, and who can doubt the decision of the Home Government. This tests the point; we will see if it is to be conceded."

"HALIFAX, February, 1840.

"DEAR SIR—I addressed you a few weeks ago calling your attention to the series of letters then appearing in the Halifax *Novascotian* upon reponsible Government and the benefit of a Federal Union. Our House have last week discussed at large the Constitutional principle of "Responsibility," and have passed a series of resolutions declaring their want of confidence in the present Executive Council of the Province. They waited on Monday last in a body on His Excellency with these resolutions, and I refer you to the *Novascotian* of this date for the debates and proceedings.

"In my last letter several of my friends here think I have related a distinction which relieves the question of responsibility of much practical difficulty.

"Yours very truly,
"GEO. N. YOUNG."

"TORONTO, 3d March, 1840.

"DEAR SIR—The receipt of your letter of the 27th ultimo has afforded me much satisfaction, as conveying the assurance which I understand it to do, that under the peculiar circumstances in which I was placed I had done right in accepting office from the Governor General.

"I do most certainly adhere to the principle of the advisers of the Crown being selected from those who possess the confidence of Parliament, and look to it as the only means of securing the connection with the Mother Country, to which I am sincerely attached.

"It is, as you say, most important to have in the new Parliament men devoted to this great principle and resolved to carry it out with moderation and firmness.

"The other elections will, as you remark, require to be attended to as early as possible after the division of counties is known.

"I remain faithfully yours,
"ROBERT BALDWIN.

"W. H. MERRITT, ESQ., M. P."

Our subject was again appointed a director on the canal, and elected president of the same, where his energy was once more felt.

A congratulatory letter from the old president shows at a glance the changed state of affairs:

"TORONTO, 11th April, 1840.

"MY DEAR SIR—I am truly glad that you have been again elected the President of the Canal, to which you may claim the consideration of being its father. I expect very soon to get some tidings from London on the subject of the £15,000. I wrote in February last I should not hesitate to proceed to England, but I am only waiting the commands of the Government. I am sure it will require my presence there. I asked at the request of the Legislature last year for permission to go to England for their benefit,

but I was told that when His Excellency saw the necessity, he would send me. I think after this that I could not ask leave, but wait for orders, which I am ready and willing to obey.

"Yours very truly,
"JOHN H. DUNN."

Some of the new officers were afraid of undertaking too much:

"CROWN LANDS OFFICE, 15th April, 1840.

"MY DEAR SIR—I am in receipt of your private note of the 13th instant. You must be aware that however I may disagree with you respecting other great improvements, I am a most ardent well-wisher to the Welland. I am obliged to you for your note, and will attend to its contents, so far as I have power and opportunity.

"Yours most truly,
"R. W. SULLIVAN.

"W. H. MERRITT, Esq., St. Catharines."

With regard to Mr. Wilson's dismissal from the Welland Canal, the *Journal* of 23d April says:

"What is his offence? He voted for Mr. Merritt instead of Mr. McCauley."

It then gives a retrospective glance over this transaction:

"When it was known that Sir F. Head had declined the re-appointment of Mr. Merritt to a situation which he had held so long, and to which the public thought he was so justly entitled, our citizens assembled spontaneously, raised funds by voluntary subscription, and sent a memorial to His Excellency, stating in the strongest terms the injustice done to Mr. Merritt, and expressing their fears that the same energy and perseverance which had previously been exercised in the prosecution of this great undertaking would not continue to be a prevailing characteristic in the operations of those placed in charge of the work. Three years have passed away and we are as we were."

The Governor's answer to Mr. Merritt gives another and more reliable reason for the change.

"GOVERNMENT HOUSE, TORONTO, 24th April, 1840.

"MY DEAR SIR—Your letter marked "confidential," of the 24th inst., I received last night. Pray allow me to beg that you will dispossess your mind of any uncomfortable feeling of a personal nature as regards the appointment of Mr. Cayley in place of Mr. Wilson. To Mr. Wilson I make no objection beyond his well-known desire to carry on the Works upon the Welland Canal upon a scale of expense which, under the circumstances of this country, I should consider, at present, quite improper. The whole pecuniary difficulties of the Province the Governor-General has taken in hand with a view to extricate it from its present embarrassment, and therefore I feel it to be an obligation upon me to keep matters as much as possible *in statu quo*.

"I have the honor to remain, my dear sir,
"Your obedient servant,
"GEO. ARTHUR."

"DUNDURN, April 19th, 1840.

"MY DEAR MERRITT—Your letter of yesterday astonished me not a little. Mr. Willson has been badly used. But the question is, what is to be done—if I can do anything, I am ready and willing. Perhaps you had better see him on your way up, and we will consult. If the Government has done wrong, they ought to give some one of the Directors a hint to resign and re-instate Mr. Willson. Let me know the day before you come, that I may be at home to meet you. We will make out the ticket for the G. R. N. Co'y. Shall I secure proxys?

"Yours truly,

"ALLAN N. MACNAB."

The following from one of his supporters shows how our subject was estimated in his constituency:—

"MOULTON, April 27th, 1840.

"SIR—I acknowledge the receipt of yours of the 28th March, also of the St. Catharines *Journal*. I have also done my best to make your sentiments known, and I am proud to say, as far as my knowledge extends, that I believe there will not be an opposing voice, but a unanimous call in your favor at the next election.

"I am, sir, your humble servant,

"WM. EGARS."

"WM. MERRITT ESQ., M. P. P."

The first resolution of the Board, April 8, was that the President, Engineer and Superintendent examine the canal throughout, previous to its opening for business.

This investigation was followed by applications for assistance that were not considered equally necessary by his correspondents.

Not waiting for these letters, Mr. Merritt went down to Quebec. On his way the following letter was written by him to Mr. Killaly, whose knowledge of the work and influence with the Governor made his recommendation of consequence:

"KINGSTON, 13th May, 1840.

"MY DEAR SIR—I will thank you to give me a letter to the Governor-General stating—

"1st. The necessity of commencing the reconstruction of pier at mouth of Grand River, immediately, for the convenience of the canal service.

"2d. The benefit the service would derive by constructing the lock at Dunville large enough to admit steamers in peace as well as war—without it protections must be confined below the dam—as a steamer could not make the interior. Consequences of further delay may be serious—or anything further you may suggest. Truly yours,

"W. H. MERRITT."

"GOVERNMENT HOUSE, MONTREAL, 9th May, 1840.

"SIR—Your letter of the 23d ultimo, and the accompanying report, have been submitted to the Governor General, and I am commanded by His Excellency to say that, not being at present in the immediate administration of the Government of Upper Canada, he must refer you for a more particular reply to your application to the Lieutenant Governor, who is now charged with that duty.

"At the same time, as the public works of Upper Canada, as well as the financial condition of that province, have engaged his recent serious attention, both during his administration of the Government there and since, His Excellency directs me to say that he should feel great difficulty in giving any authority for the issue of so large a sum of debentures as that for which you apply.

"By the terms of the Union, as proposed to Parliament, the debt of Upper Canada is to be borne by the United Province, and the amount of that debt has been stated, so far as it could be ascertained at the time, when the report of the Legislature was transmitted home. To increase that debt now, except under the most absolute necessity, would, in his opinion, be improper, and he never hesitated to declare to all who applied to him, as well for the Welland Canal as for any other public work in the province, that such was his view of the case. That until arrangements would finally be made for settling the finances, now, as you are well aware, involved far beyond the means even of supplying the interest of the debt, these works, however important, would not proceed, and that the only expenditure which he would consider justifiable under the circumstances was such as might be indispensable for the fulfilment of engagements, or the prevention of serious injury by dilapidations.

"In order to ascertain the extent to which this necessity might amount, His Excellency directed a survey to be made of various public works in progress in the Province, but with regard to the Welland Canal he was led to believe by the director that what was required merely to effect this purpose would be supplied by the tolls and property at the disposal of the canal company itself. If this should not be the case, then to that extent, but to that extent only, would an outlay be recommended.

"Whilst His Excellency, therefore, takes a deep interest in the ultimate improvement of that great channel of communication, and is most anxious to see the time when the work may proceed, he cannot depart in its favor from the principle which he has laid down, and the justice of which seemed to be generally admitted and felt.

"I have the honor to be, sir, your obedient servant,

"T. W. C. MURDOCK, Chief Secretary.

"W. H. MERRITT, ESQ., St. Catherine's, U. C."

GOVERNMENT HOUSE, TORONTO, 11th May, 1840.

DEAR SIR—I return you the report on the Welland Canal, and as I am not to be moved to sanction any expenditure upon any work whatever until the existing debt of the Province is placed on a sound footing, and additional funds provided on desirable terms, you cannot be wrong in submitting, as you wish to do, the whole case to the Governor-General, to whom I have very briefly written on the subject. Of the work itself I cannot hesitate to repeat what I have frequently personally said to you, that I consider it *more* important than any other undertaking—that I have not a doubt it will give a most liberal return for any reasonable outlay in making it a permanent work—to the full extent, indeed, which I reported to the Secretary of State, £25,000, and that an increasing income—and having, last year, examined all the locks, I am of the opinion that it is of great consequence that no more money should be sunk in repairing the present locks than is unavoidable in order to keep open the communication.

"I beg to remain, sir, yours very sincerely,

"WM. MERRITT, ESQ. GEO. ARTHUR."

He returned on the 28th with a more successful answer to his requisition for funds for the necessary improvements than these letters received during his absence would indicate.

"St. Catharines, 23d June, 1840.

"My Dear Catharine—On Monday, after you left this, I went over to Toronto with William, and returned the day after. The money has been at length procured, and the board, which assembled yesterday, has consented to proceed with the permanent work. On Friday I meet the board at the Grand River, and take a turn through Haldimand the week after, so that I shall be very little at home for the coming fortnight.

"Your affectionate husband,

"W. HAMILTON MERRITT."

In June, preparations were made for the enlargement, material collected, &c., under his supervision. The head office of the works was at St. Catharines, as formerly, and the engineering staff was composed of Captain Macaulay, R. E.; Hamilton Killaly, Assistant; Mr. Coventry, Clerk; Mr. Prescott, Secretary and Treasurer.

While apparently attending to no higher occupation than his canal affairs the following letters passed, showing that our subject was not forgetful of the more extended business in law and other reforms that would occupy them in the future united Parliament. The publication of the act was in daily expectation and politicians moving.

"Tuesday Morning, July 7th, 1840.

"My Dear Father—I was surprised to see that you have written so many letters as an "Upper Canadian," as you have been from home so much, and the articles have appeared in such quick succession. The editor pays a tacit compliment to the importance of their contents by occupying so much of his editorial in contradicting their statements, as the editors scarcely ever make long comments on communications from anonymous correspondents, if they notice them at all. Mr. La Fontaine is now in Toronto, the *Patriot* says, canvassing for the speaker's chair in the United Assembly, and abuses him most unmercifully. The races will commence to-morrow. I shall endeavor to go one day, as there are some of the fastest horses from Canada and the States. I have finished Chitty's pleading, and will read next Tidd's practice. Have just commenced to read the history of France in French, and as Mr. DelaHaye has the Code de Napoleon in French, also I think I will read it, as you have always appeared anxious to become acquainted with this system of laws.

"Your affectionate and dutiful son,

"W. H. MERRITT."

"St. Catharines, July 9th, 1840.

"My Dear Son—The editor of the Montreal *Gazette* does not understand the subject, and contents himself with assertions and misrepresentations. However the object must be attained, the improvement of so noble a river cannot remain neglected much longer. I am happy to find you reverting to your studies, and shall be glad to hear you mention from time to time the books which have last occupied your attention. Chitty's

pleadings and Tidd's practice is a commencement, and the History of France and the Code Napoleon will prove interesting. I have been anxious to find the code on civil law pointing out the method of collecting small debts, with costs, etc. I have seen the general maxims or principles on which the code is founded. I wish you would send me a copy of your expenditures, and I will, on seeing the same, send what money you require. A strict account must be kept and promptly furnished that we may enter it in our cash account. Truly affectionately yours,

"W. HAMILTON MERRITT.

"I am also happy to hear you intend to improve in your writing, to do which, good pens, ink and paper are desirable."

The following is the record of an occurrence that cast a gloom over the whole community, and occurred while the author and the Rev. James Clark were crossing the canal to Port Dalhousie. It is from Mrs. Merritt's journal of July 12 :

"We know not what a day will bring forth. At 11 o'clock attended Divine service for the second time in our new church, and listened to our aged and beloved minister as at other times, little dreaming it was the last time we should enjoy that privilege. That very afternoon he met with an accident that caused his death the following Tuesday. Why we should be visited with so afflicting, so awful a dispensation without doubt we shall know hereafter. It is our duty to submit, and, oh, may this sad bereavement be sanctified to the good of our, his flock's souls, and also to his distressed family."

On the 23rd of July an important meeting, presided over by Sir A. McNab, was held at Queenston Heights, for the purpose of rebuilding the monument to Sir Isaac Brock, which an outlaw, named Ben. Lett, had blown up since the rebellion times. Mr. Merritt at this meeting made an eloquent and stirring speech, recounting in glowing words the battle, the first and consequently the most important of the war of 1812, with which, being on the spot, he was familiar.

A subscription list was opened, and the noble shaft which now crowns those historic heights and does silent honor to the illustrious departed, attests the success of the undertaking.

It is worthy of note that the table used by the Secretary of the meeting, was the one used by Governor Simcoe, when he held court in old Niagara, nearly a half a century previous, and was lent by Mr. Woodruff of St. Davids, for the occasion.

Shortly after, the news of the passage of the Union Bill was received :

DEAR FATHER—You have no doubt heard the (to you) gratifying intelligence of the passage of the Union Bill. The St. George brought the first news a few hours since. No papers have as yet arrived. It is not well received here, particularly the information that Montreal is to be the seat of Government. It is thought, however, that it is mere supposition as to its position. Your affectionate and dutiful son,

"W. H. MERRITT."

We read of a person divested of a limb feeling the pains incident thereto; something of the kind must, in the absence of a Legislature and on the passing of the Imperial Act, have disturbed the body politic.

The St. Catharines *Journal*, on the new consolidation of Canada says:—"Much of our future welfare is as a people connected with its administration under a wise, prudent and Liberal Governor General. If the people do their duty to themselves and their posterity, it may work well; on the contrary, much mischief and vexation may occur, and instead of proving a blessing, we may find ourselves in a retrogradive position. As the country increases in material numbers and wealth, the more power and weight our representatives will obtain in the councils of the colony."

Electioneering plans were formed, as if a Parliament were about to meet with the ensuing winter.

The following is from the advocate whose long experience in the practice of law in Canada, and from whose forensic skill our subject had bled profusely, and whose talents, in the opinion of those out of the profession, might be turned to the advancement of the country in the coming struggle:

"Toronto, July 10, 1840.

"My Dear Sir—Yours of 4th inst. came duly to hand. I apprehend there is no doubt but that Toronto will return two members, and I have no doubt that I could be returned with certainty, if the Reformers will as a party heartily give me their support, and I think it would be well if you would come over and be one of a select meeting to discuss and organize the matter. Widmer has spoken to me, and Baldwin himself will give his support, but it must be brought about, not by soliciting support, which might be construed by some as evincing an anxiety on my part to attain some ulterior object for myself. They can't understand a man coming forward on public grounds, and therefore a suspicion would at once be created by my showing an anxiety about it, and consequently those who are anxious that I should be returned must get up a requisition to which of course I can respond. Committees should then be formed and all would go regularly on. There are many moderate men of the Tory side who would vote for me as a man in whose loyalty they would confide, and who would trust to my judgment and the large stake I have in the town to do nothing that would endanger the peace of the country, and thus I would get support from many who would prefer me as a man of property and experience to other candidates not having the same hold upon them. Write and say what you think.

"Yours truly, B——."

"Toronto, 10 July, 1840.

Dear Sir—I believe as you do, that Mr. P——— is sincere in the opinions he has avowed, and thinks that it would be an object to have him returned by the reform interest to the next Parliament. In this opinion Mr. H——, I am satisfied, participates as well as some other reformers here, but there is, as I have told Mr. P—— himself, a very great general distrust of him—in fact so much so that I have had complaint made against me for having been understood to have expressed the foregoing opinions, and have been cautioned that it will affect my election if I appear promi-

nently desirous of his return. I have been anxious that there should be a meeting of a few of the Reform party here to consider the subject, but no one seems willing to entertain it until it is ascertained with certainty that the city is to have a second member, and whether the election is to be by a joint vote or by wards. Mr. Dunn and D. Widmer also have been spoken of, and if either of them would stand, I am satisfied there would be no chance for any other persons.

"Believe me, yours truly,

"R. W. BALDWIN."

"TORONTO, 15 July, 1840.

"MY DEAR SIR—I was much pleased to find by your letter that your canvas in Haldimand had been so successful, as I feared that Mr. Thomas' address might have caused a diversion. I do trust there will be no further opposition, and that you will stick to Haldimand. I fear much that your coming forward for Lincoln, which has been announced, would cause trouble and perhaps a split among our party, which is not strong enough to bear anything of the kind. I get credit for being one of the extremes, but I assure you I have to bear a good deal of abuse, and unmerited suspicion, because I do not go far enough. When I was over in Queenstown and St. Davids with Mr. La Fontane, Mr. Thorburn heard Mr. Woodruff denouncing my course as highly improper, and there are plenty here to say the same thing. I do not mind this, however. I am determined to act with all who will in good faith support the Liberal party. I care not by what name it is called. I am not disposed either to quarrel with such men as Mr. Harrison, who stops short of our views and who will not yet identify themselves, with our party. We must accept a few such men, but as few as possible. They will probably, if we act with temper and judgment, form right in the lead. You know how unpopular Mr. B—— is *personally*, and how suspicious people generally are of his principles. I had a letter yesterday from Mr. La Fontane, and he mentioned having heard from you. He writes in good spirits and says his friends are well satisfied with his report of the feelings towards them here. There is a very excellent article in *Le Canadien*, edited by Mr. Parent, of Quebec. It declares that they must abandon all idea of nationality, and prepare gradually to become identified with the people about them. I shall translate and copy it.

"Believe me, dear sir, yours very truly,

"TORONTO, 25th August, 1840.

"MY DEAR SIR—I have been so much occupied in one way and another that I have not been able to snatch half an hour to answer your two letters. You will have seen by the papers that my business has been partly political, and I must say the further I advance the more disgusted I get with the factious conduct of the Corporation or Tory party here. They oppose responsible government, and say we are a colony and must submit to the final authority and decision of the Home Government, but when the Home Government appoint a Governor (Thompson) of politics differing from their own, they denounce his policy and do all they can to return an opposition member to defeat his views. This would be quite right for responsibles to do, their desire being to carry out their own policy without reference to the Government at home; but when they profess to submit to the Government at home and to defer theirs to the judgment of the Secre-

tary of State, I cannot understand how they can oppose the Governor sent from home. The truth is, as long as the Government at Home consults their wishes and looks through their eyes, it is quite right to be loyal and do as you are bid from home; but let the Home Government be changed and get into other hands, and then we *hear* a great deal about respect for the Home Government and *see* a great deal of party virulent opposition to it. My idea is that the Government here should be conducted according to our wants and wishes and in harmony with the dominant party for the time being, and quite independent of party politics in England. Changes of Ministry there should have no influence upon our affairs here. At a meeting the other night I acquiesced in a deputation waiting upon Dunn to offer for the town, to which he is to give an answer in a day or two. If he does not come forward I shall be put in nomination; but he was, and I think correctly, considered to be the most popular man in the city, and therefore he was named.

"B."

"W. H. MERRITT, ESQ., St. Catharines."

The synopsis of the Imperial Act has in it most important articles, as follows: It is entitled

An Act to re-unite the provinces of Upper and Lower Canada, and for the Government of Canada.

SEC. 4.—Only a subject eligible for a Legislative Councillor to be summoned by the Governor.

9—Governors to appoint their Speaker.

25—He appoints time and place of election.

35—OATH—I do sincerely promise and swear that I will be faithful and bear true allegiance to Her Majesty Queen Victoria, as lawful Queen of Great Britain and Ireland and of the Province of Canada, *dependant on and belonging to the said United Kingdom*, and that I will defend her to the utmost of my power.

52—That out of the consolidated revenue fund of the Province of Canada there shall be payable in every year to Her Majesty, £45,000 for Governor, Lieutenant Governor, 1 Chief Justice, 4 Provincial Judges, 10 Council of Lower Canada, 1 Chief Justice of Montreal, 3 Provincial Judges, 10 Judges; pensioners, etc., £20,000; Civil Secretary, Provincial Secretary, Receiver General, Inspector General, Executive Council, Board of Works, etc., these cost, $300,000.

53—The independent civil and judicial list.

54—Surrender the territorial and casual revenue belonging to the Crown, three-fifths to consolidated revenue till five years after the demise of Her Majesty.

56—First charge on the duties, expense of collection; second, the interest on public debt; third, the clergy; fourth, civil list, £45,000: fifth, judicature, £30,000; sixth, old accounts.

57—That it is not lawful for the Legislature to originate or pass any vote, resolution or bill of appropriation except by a message of the Governor.

60—Labrador, from St. Johns, to be taken from Newfoundland and annexed to Quebec.

Two more unimportant sections finish the list.

We do not wish, in passing through the acts of Ministers, to obliterate any good intentions towards this distant portion of Her Majesty's possessions, nor is it our business to undertake to write a political history further than to relate the connection of our subject thereto; but the clauses of the Union Act quoted above show that in surrendering their power to stop the supplies and to originate important bills, ministers had legislated so as to place the people and Government of Canada entirely under their power, and the history of our Government, detailed in this biography, shows that our subject, with other fellow-countrymen, ceasing to have the power to originate bills or to have any power over the money granted, left the Government in the hands of the Ministry, who always represented Imperial interests, so that the British Government, being responsible for all the acts, by this act, adroitly worded, made it to appear the responsibility as belonging to the people of Canada.

The gradual weaning from some of his canal improvements is shown in a letter to the author at Toronto from St. Catharines dated Aug. 17th. This had taken up a good deal of his time, as he had visited the Grand River every month since the opening of navigation:

"My Dear Son—I returned from the Grand River on Friday. The improvements will be finished all well this week, and I hope to be thereafter relieved from further attention to that object."

H. K., in a long and confidential letter, notifies him of the departure of the Governor General from Montreal for the West, and remarks that he took a wide range in the Eastern Provinces, being upon the Vermont frontier.

"Montreal, 13th July, 1840.

"My Dear Sir—The Governor told me that immediately, on his return from Halifax, he would go west. He may be here the latter end of this week.

"H. K."

"Montreal, 14th August, 1840.

"My Dear Sir—I received your letter here on our arrival from a tour in the eastern townships. The Governor General desires me to inform you that it is his intention to leave this for Upper Canada on Tuesday next, and that he expects to be at St. Catharines on Thursday or Friday, and that he proposes to stay at Niagara for a few days after that. Any arrangements, therefore, which you may desire to make could be made at that time.

"Believe me, my dear sir, very faithfully yours,

"T. W. C. MURDOOK.

"W. H. Merritt, Esq."

In August, the Governor General, Sir P. Thompson, visited this neighborhood, and was entertained by the people of St. Catharines with a public breakfast. He afterwards went up the canal in company with our subject, and left for the west at Port Colborne, in a government steamer.

"St. Catharines, August 30, 1840.

"My Dear Thomas—We had the Governor General at Stephenson's yesterday morning. There was quite a respectable number met him and presented an address. Your father accompanied him and suit to Port Colborne. Father says he (the Governor General) is very much pleased with the canal. Your affectionate mother,

"C. M."

The changes in the constitution had now rendered a new election necessary, and a convention being held at St. Catharines, composed of delegates of the advocates of the union, from different townships, and they being pleased with Mr. Merritt's course therein, offered him the representation of the county, which after consideration, believing they fully represented the majority of the people of the county, he accepted. He afterwards paid a visit to his old constituency in Haldimand, and delivered his farewell address.

There was not at this time great concord in the Governor's household, as the following from the former engineer of the Welland, and now promoted to the presidency of the Board of Works, will show:

"Board of Works, 20th October, 1840.

"My Dear Sir—I do not wonder at the mortification you express respecting your affairs in the Welland, but I cannot understand at all how matters are now going on. If I understand aright stones are being got out and prepared, but in what system, and without an aim to what class of work or specification? Because it may be very easy to, as it were, strengthen the justice of the extravagant estimate by the rate of what is now doing.

"I never heard of the letter sent the Welland Board, by order of the Governor, to furnish him with an estimate, and presuming (at least I fear) it was suggested to him to do so through the late Military Secretary, Major Hall, prompted probably either by ———— or some of the corps, who are very clannish, and will bear each other out, if it be possible. Hall has left, for which I am not sorry.

"Tell Richard Boyle his petition was referred to me, and that I strongly urged his claim upon the favorable consideration of His Excellency this day, and that he will shortly be settled with.

"Faithfully yours,

"H. H. KILLALY."

"Office of Board of Works, Nov. 6th.

"My Dear Sir—Not to permit our correspondence to drop, I take up my pen, although I have little to say. The Council is and has been sitting these two days closely. They are now hard at work at the Registry Bill, which I believe to be a most excellent one, and cleverly drawn up—rather long, but it is said unavoidably so. The sitting, it is generally supposed, will last about a fortnight, and I have reason to believe that no time will be lost in bringing the Union into play and holding the elections. It is generally represented to His Excellency that a reaction against the Executive may take place if longer delayed. My opinion is so, and I think some of the late men started upon supposed Government interest and influence, will not contrive to keep that influence in good odour with the

people. Neilson, you observe, is hammering away. He is doing much mischief—not stopping at anything to work his ends. Among others, he is getting up little less than rebellion against the sleigh ordinance, which, through him, causes great excitement just now.

"All the official and private letters from the foreign department unanimously concur in stating all fear of war is over. Thank God!

"The Colonel's estimate and specification affords much amusement to all the officers of his corps I meet with. They all concur in saying he knows nothing of practice, and that some treatises published by him in his more immediate department some time ago are laughed at by officers. You can do nothing except through the Legislature. The Governor General will not sanction any expenditure or debt until then. Wilson's "taxation without representation" may have confirmed him in this.

"You have, you may depend on it, several and active friends, who have bellowed sufficiently upon "Merritt's speculation, extravagance, chimerical ideas," etc. They are all above in your city.

"With esteem, faithfully yours,

"H. H. KILLALY."

"Office of the Post Office Commission, Montreal, Nov. 19.

"Sir—I have to request that you will furnish me, for the information of the Post Office Commissioners, with the least possible delay, a return of your pay and emoluments as Post Master at St. Catharines for the year ending 5th July last, distinguishing therein the various sources from which your income has been derived. You will please also to state, under the head of observations, what expenses you have actually incurred, during the same period, for clerk hire, office rent, etc.

"The Commissioners desire to be further informed whether you regularly afford your personal services to the duties of the office, or whether the management devolves upon an assistant.

"I have the honor to be, sir, your most obedient servant,

"CHRIST. DUNKIN."

Our subject, in reply to the above communication, sent the information required, which was as follows:

"I allow the clerk the entire percentage of this office, which is £53 6s. 3¾d.; he pays office rent equal to £6 5s. 0d.; fire wood, £2 10s. 0d.; net proceeds, £44 11s. 3¾d. I have the benefit of franking my private letters, and attend at the office when required to answer any communications, making up returns, &c.; but the daily management devolves on the assistant, who is at this moment William Copeland."

October 20.—A strong protest, signed by several who have since borne prominent situations in Canada, against the Act of Union, appeared at this time, these dissentients being mostly in the Lower Province.

The views of Mr. Merritt's supporters in his own county with regard to his qualifications for their representative may be gathered from this report of the convention, taken from the *Journal* of December 31, 1840:

"That, as it was generally understood that the services of Mr. Merritt or Mr. Thorburn would be required, the committee lost no time in waiting on these gentlemen. Mr. Merritt having, at their unanimous solicitation,

promised to accede to their wishes, provided the latter did not, and the latter running for the South Riding, we have the happiness to congratulate you upon Mr. Merritt's acceptance of the nomination.

"Fellow subjects—As we are now approaching a most important crisis in our political affairs, it becomes our duty to place before you a few considerations which have influenced us in selecting Mr. Merritt as the most fitting candidate.

"It will be the duty of the first United Legislature to establish such a system of Government as will restore confidence and tranquility to the country, and insure our future peace and consequent prosperity; and deeply impressed with the belief that Her Majesty's subjects in Canada are entitled to the same political privileges as are enjoyed by their fellow subjects at home, and at the same time most anxious that the connection with our fatherland should be perpetuated, we have solicited one known to entertain enlarged and liberal views of Constitutional Government."

The principles of the British Constitution were not as well understood here as at home. An instance is given in the passage of the Reform Bill to illustrate its practice there. The committee then continues:

"Before the appearance of Lord Durham's report, many worthy men believed we were already in possession of the British Constitution—since, they now assert we cannot have the British Constitution while a colony of the British Empire.

"It is most surprising that any portion of our fellow subjects can be found advocating a system that did produce discontent in the old colonies.

"The committee conscientiously believe that the British Government desire to make the people of Canada happy and contented. That British statesmen can have no motive or interest in withholding from us the beneficial effects produced by the practical working of their own constitution. That the system recommended by Lord Durham's report would secure us all we desire—the management of our internal affairs. That such a politic and liberal concession would form the strongest of all possible ties by which we would be attached to the Government and Empire of Great Britain.

"Being composed of King, Lords and Commons, neither of them could carry on the government without the co-operation of the other. If any has the most power it is the people's branch, for they possess the power to withhold annually the supplies.

"To secure these inestimable blessings, therefore, your committee would recommend the selection of Mr. Merritt as their representative for Upper Canada in the United Parliament."

As the committee acknowledged ignorance on the subject, a great deal of confidence was necessarily reposed in our subject, which he reciprocated, we believe, and felt, therefore, the weight of the responsibility.

That he did not forget his family interests, the following letter to the author will show:

"St. Catharines, 7th December, 1840.

"My Dear Son—Yours of the 1st instant directed to me, and one of the 3d instant to Thomas, requesting him to send you $20, is at hand, and the amount is herewith enclosed. You request more correspondence from

home, but you do not provoke it by writing many or long letters yourself, although it would appear you had, not only more leisure, but that it would be more serviceable to you, by practising what you will in after life have much to do, if well and useful in any sphere of life.

"Mr. Atkinson preached two sermons on Sunday, and although very stormy, they were well attended. He is getting a very large congregation, and I pray may do us all much good.

"You anticipate much pleasure in spending the holidays at home. I hope it may be realized. The season is so boisterous that unless the day is fair do not come over in the steamer. You can select a good day, and get a wagon in Niagara—there is generally some down from the country. I will thank Mr. Grasette to give you a description of the lots in the deed sent for his son, together with the name, so that I may have them wrote by William on parchment. I will write William on the morrow.

"Your affectionate father,

"W. HAMILTON MERRITT.

"Mr. J. P. MERRITT."

"BOARD OF WORKS, 7th December, 1840.

"MY DEAR SIR—I have just had yours of the 26th ultimo. The same post brought me a letter from Mr. Adams, enclosing one of your addresses to the electors, which I have not yet read, as Mr. Murdock got hold of it and brought it over to the Governor, from whom I have not yet got it.

"Our Special Commission is doing very little—travels at snail's pace. I have just heard the Executive Council has been summoned. I think but little time will be lost now in declaring the Union. You will see by the papers that all idea of Quebec being the seat of Government is abandoned. This place is, also. I believe it will ultimately end in Kingston.

"I am glad to see by your letter that Hall is making an estimate, so that your matters will be fully prepared against the meeting of the Legislature. I have not seen anything further of Mr. Manley's documents. Those sent to us are merely three plans of his line and location of locks.

"Yours faithfully,

"H. H. KILLALY.

"W. H. MERRITT, ESQ."

Messrs. Merritt and Rykert generally acted together and voted uniformly in the direction of improvements, even up to the last acts of the last Parliament, whose act in surrendering the Constitution we have found it necessary to condemn. They voted with the forty-three for the Union, including the permanent judicial list. The difference increased during the canvass, and the election turned on the Union and "responsible" government. Concord returned when the latter left the electoral contest. Mr. Rykert turned his attention to local affairs, while Mr. Merritt attempted to carry out the interests of the country in Parliament, with what success remaining pages will show. In the meantime, the contest was carried on through the columns of the *Journal* and *Constitutionalist* in an internecine paper war.

1841.

An anomaly in the history of Canada—no Parliament had been called before the holidays, and our subject had the leisure to enjoy them in the bosom of his family. The following epistle gives in homely style the occupations he and they were engaged in:

"St. Catharines, 3d January 1841.

"My Dear Mother—Christmas and the New Year holidays, with all their merry making and social greetings are past. The custom of gentlemen making calls on the first day of the year is practised here pretty generally. Many who have no communication the rest of the year will on that day call at each other's houses and take a bit of cake with the lady. The young men made great reckoning on paying Miss A—— a visit, as they remembered how bountifully they were regaled there last year with hot coffee, etc, and they fared quite as well this year, by the account our boys gave. We allowed William to have a party Tuesday evening, and it was pretty well attended. Uncle Elias, Aunt Susan and Dr. Chase were among the young folks.

"Our new church looked very neat on Christmas day—the pillars wound with evergreens, and festoons in front of the gallery; but best of all, we have a good faithful clergyman and a large and attentive congregation. Only the family dined with us, as Mrs. M. said some years ago she would never give another dinner on Christmas; she thinks it is not a proper day.

"Your affectionate daughter,

"C. M."

The wail of mourning for the rebellion had not yet died out in the land, and while most are enjoying the season in the society of family and friends, some have to pass it in solitude, sorrowing for those banished to the farthest extremity of the habitable globe:

"Bertie, January 12th, 1841.

"Dear Sir—I have just been informed that you have received a letter from Sir John Franklin, of Van Dieman's Land, saying that the liberty of the island had been granted to Mr. Wait, and my intense anxiety to know the truth of this pleasing intelligence induces me to trouble you with this note. I have recently received a letter from Mr. Wait, which is rather encouraging, in which he speaks most highly of the country, wishing me to come out, if possible, and Mr. Roberts, the gentleman to whom himself and Mr. Chandler were assigned on landing in that country, has also written to me, holding out inducements for me there, saying that from a knowledge of my exertions for my husband, whom he respects from acquaintance, he is disposed to render me services on my landing in that country, and that I may rest assured of a comfortable and happy home. This was indeed unexpected, though I was aware of every influence being exerted on my behalf by my friends in England, and fain would I go could I see the possibility of my doing so, but this I must leave to Him who is able to provide. I fear the time is distant when I shall be permitted to lay my case before the United Legislature, as the Governor General seems disposed to

withhold that privilege. I am stopping at Mr. S. McAfee's, where I have a school three miles below Fort Erie, from which post office a line will reach me, should you kindly oblige

"Your most grateful servant,

"MARIA WAIT.

"W. H. MERRITT, ESQ."

"ST. JOHNS, N. S., April 30, 1841.

"DEAR SIR—While I have to mourn the loss of a kind husband, I am at the same time doomed to waste my strength in endeavoring to procure a living for the large family of little ones which he has been doomed to leave me. I have been led to these reflections in order to impress you with the conviction that it is through necessity that I make this appeal to you, hoping that you will exercise your influence in a Legislative capacity, and, peradventure, procure the return of my husband to the bosom of his family; and in so doing you will infinitely oblige

"Your humble servant,

"ELIZA CHANDLER.

"W. H. MERRITT, ESQ."

The past year was a remarkable one in many ways. Extraordinary powers were placed in the hands of the Governor. The seat of government was changed to Kingston, and in accordance with his promise to the Canadian people, that steam communication with Europe would be established by the Imperial Government, it resulted in a contract being given to Mr. Cunard; but instead of being a real benefit to Canada, it was the reverse, as the vessels only stopped at Halifax, and alternately went on to Boston and New York, thereby benefitting the Erie Canal, and the commerce of the United States, and diverting our own from its natural outlets by the lakes and St. Lawrence, to the ocean.

The annual report of the canal, under Mr. Merritt's presidency, was published, and showed a promising statement. The traffic had materially increased, the tolls rising to the large sum of $80,000 during the year, with a bright prospect ahead. The results of the past season put a damper on those who opposed the canal, and all now looked forward to the grand improvements as calculated to place this work far in advance of its previous position.

"ST. CATHARINES, 28th January, 1841.

"MY DEAR SIR—I beg leave to enclose you for the information of His Excellency the Governor General a copy of the report of the Welland Canal Company for 1840. This document proves that the amount of stock and loans held and made by the Provincial Government of Upper Canada prior to 1837 did not exceed £209,000 sterling. Secondly—That in consideration of the interest on £50,000 sterling, the British Government are secured by a Provincial statute to the free transit of the canal for all Government stores, and that the one-ninth of the cost of the canal, which it was the intention of the Ministry at that time to grant, has been reserved. Thirdly—That the work has been constructed at a less cost than any similar work in America of equal magnitude. That its progressive

PROPERTY OF THE

income has exceeded the amount set down by its most sanguine promoters. That a revenue of only £25,650 for an average of three years will not only pay the interest on loans since 1837—six per cent. dividend on private shares—but the interest on a future outlay of £400,000.

"With this favorable result you may imagine my deep regret in being compelled to announce that another year has passed away and the canal not one hour nearer its completion than when placed under the control of the Executive Government of Upper Canada in 1837. I feel this disappointment the more keenly from a consciousness the money could have been obtained, the feeder to Grand River widened and the material prepared for one-half the locks by the opening of the ensuing navigation, out of the resources of the canal itself, had the Executive continued that countenance which has ever been reposed in my judgment by the private shareholders. With a hope that the Union will take place in time to put the work under efficient management,

"I am, sir, yours, &c.,

"W. HAMILTON MERRITT.

"T. W. C. MURDOCK."

"BOARD OF WORKS, 3d February, 1841.

"MY DEAR SIR—I go to Kingston in the morning to prepare for the meeting of the Legislature. I am ordered to be ready by the 1st of May. This takes the bull by the horns, that place being fixed by the authorities at home and here as the proper site permanently. The Governor is certainly right at once to get there and set the question at rest. Going to Toronto for a season or two would only keep up the agitation of this question, as well as bolster up the hopes of the party now expiring.

"The Council expect to rise on Saturday, but I don't think they can until Tuesday. The proclamation will follow *instanter*. Harrison and Draper are down here. The French are exerting themselves much, but quietly.

"Faithfully yours,

"H. H. KILLALY."

Among the items of engineering and political gossip, from his Irish, and consequently, animated correspondence, the really important measure of adapting the screw for propulsion is here foreshadowed:

KINGSTON, 9th February, 1841.

"MY DEAR SIR—I have just had yours of the 29th ultimo. You ask what has become of me? Why, I have written you two letters lately, in which I mentioned all my proceedings with respect to being here busily engaged in preparing for the meeting of the Legislature early in May. The London election, I have reason to know, will be on the 1st of March, the county about the 7th, and all the others at the same time.

"You see the report is short enough, but on the whole very satisfactory—in fact nothing more can be said. I believe I stated to you that I got Lord Sydenham to write to the Admiralty for official information of the practical results of the various trials and improvements making for some time back in that department and the Post Office, as to the powers of the screw driven vessels. Should it be found to answer, beyond all doubt I conceive it settles the question of our scale of locks here at once, as one of 24 or 26 feet wide will permit a steamer to pass through of the capacity and

tonnage of the Great Britain. I should like very much to see Mr. Hall's maps. I got a copy of the proclamation the day before yesterday, but I have not yet heard of its being officially received. It is dated the 5th, and and proclaims 'That on and after the 10th instant, the provinces are united, &c.'

"Yours faithfully and with esteem,

"H. H. KILLALY.

"Marks has at last come out here. The Admiralty say he must resign his situation if elected. I think Forsyth will get in for this place. Barkus has resigned. Cartright, I am told, will not come in, but this is questioned. I left Draper and Harrison in Montreal."

As a record of the links of the improvements in the communication to the sea-board, the following items concerning the Chambley Canal will not be entirely out of place:

"St. John's, L. C., 12th February, 1841.

"Dear Sir—The Commissioners of this canal have been singularly unfortunate in its prosecution and management. A series of disasters of one kind or other has attended them from the beginning. They at first got into difficulty with the contractors, who took the work too low, and although they were allowed for a good many extras, they still have an unsettled claim against the Commission of some £20,000, which although in a course of prosecution will never be paid. They next got at loggerheads with their engineer. Their work was left in an unfinished state, after expending all their money. They made an attempt to recommence it in 1839, and applied for my services to superintend it; but after making up the estimate, plans, specifications, &c., they were unsuccessful in obtaining funds, and of course I left them. Last year they were more fortunate, for they succeeded in obtaining a part of the amount, and the work was recommenced under Mr. Baird, who unfortunately became deranged, and got everything in a most awful state of confusion, and although upwards of £8,000 was spent during the last season, I do not think the work is a bit farther advanced than when I made the estimate in 1839. If their present engineer retains his senses in putting things in order and doing what has been undone, he may consider himself most fortunate. It is my intention, however, to do the best I can, and hope I may be so fortunate as to see this work completed. With kind remembrances to Mrs. Merritt and family,

"I remain very truly yours, "G. KEEFER."

"Toronto, 11th February, 1841.

"My Dear Sir—I was absent at Tyendenagha on duty when your letter of the 26th January reached this office. I have laid it before the Governor. The surrender of the land from Green's to Brantford Bridge requires consideration, and should not be done hastily. That it is highly important to Brantford to have the canal continued to that place I admit. Mr. Wilkes' plan of doing it from the Indian monies would never meet with the sanction of the Indians, and I think it will require great management to induce them to contribute in any manner to it.

"The Lieutenant Governor, on the 8th instant, directed me to include my name in the list of directors for the ensuing year, to represent the Indian stock, and I have written to Mr. Jackson to transfer in my name the number of shares necessary to qualify me for the office.

"I shall be most happy to co-operate in anything which may make the stock productive. I know Mr. Wilkes is making great exertions to get the control of the direction, and I have been told has divided a few shares of stock into many parts, to command a majority of votes.

"Whatever course is adopted in reference to the continuing of the work to Brantford, none should be rashly entered upon, and I have been directed to make myself master of the subject before assenting to any proposition.

"Believe me, my dear sir, yours very faithfully,

"S. P. JARVIS."

The necessity of keeping a connected record of the events of this very important period in the history of our subject in the items of intelligence conveyed by his various correspondents necessitates occasionally going over the same field. In the present letter, the information of when the elections would probably be held has already been conveyed authoritatively from head-quarters.

"TORONTO, 18th February, 1841.

"MY DEAR SIR—I have just received your note of the 16th. With respect to Norfolk, a difficulty has arisen not anticipated, and which might have very seriously embarrassed the party. As it is, however, I do not think it will signify. I have a requisition from Lennox and Haddington, one is coming from Hastings, another from the North Riding of York, and they are getting up another from the East Riding of Halton. I am not yet decided as to the one which I ought to accept. Mr. McIntosh has greatly offended his constituents by offering to retire. By the latest information that I have, the arrangement was to have the elections on the 8th and 15th March. On the former for the towns and on the latter for the counties.

"Believe me yours truly,

"ROBT. BALDWIN."

The following mode of influencing men of a foreign nationality, and other electioneering items of that day, may not be without their instruction to present aspirants for political honors. The character of being a "plain man" will go a great ways with men who are straightforward in their dealings, as the Dutch Menonesse of Clinton proverbially were:

"BEAMSVILLE, February 18.

"DEAR SIR—I received your note, and beg to acquaint you that I have used every endeavor to obtain the information you required, but I found it quite impossible to acquire a correct and accurate list. However, I feel quite confident that you will get a majority of voters. Some few of the Dutch who live near Patterson will vote for Rykert, but the great majority of this class of citizens will vote for you. Several Dutchmen told me that they felt convinced that Rykert could not obtain a dozen out of their number. Many will not vote at all.

"Patterson has turned out to assess a month earlier than usual, and may influence their minds somewhat, but, I think, not to any extent. Should you happen to be in their neighborhood, call upon them and use them after their own fashion. I will just mention that many of them like you and will vote for you because they think you what they call in their homely fashion a plain man. This I mention by way of a hint, as it goes a great way with them.

I will continue to exert myself, as usual, as much as possible, and should anything turn up I will send you word.

"I will say no more, but shall be happy at any time to further your views in any way you may point out.

"Yours sincerely,

"W. G. DICKINSON."

"SMITHVILLE, 8th March, 1841.

"MY DEAR SIR—I forward to you the proceedings of the committee at the last meeting, and have to regret that I cannot attend the hustings at present, on account of one of my children being very sick. I employed or spent two days in following up the "great Chronicle," with good effect. This part of Grimsby remains untainted. Every committee man in this section has been awake. Mr. Rykert has conducted himself in a manner truly astonishing. We hope to bid him farewell.

"I am, sir, truly in haste,

"ABISHAI MORSE.

"WM. H. MERRITT, ESQ."

"N. B.—Our friends are coming down by loads. "A. M."

At a meeting of the Committee for Townships at Beamsville on Monday, 1st, March, 1841, it was

"*Resolved*—That this committee add to its number as follows:

"Caistor—Henry Miller, Andrew Gregory, Hiram Lymbourne, Josiah Nelson, Peter Simmons, Paul Horton.

"Gainsborough—Wm. J. Stuart, Bobert Comfort, Gilbert Lane, Thomas Robins, Ab. Crow, Luke Cavers, Alex. Garner, Wm. O. Eastman, Jacob Kennedy, Wm. Gardner.

"Grimsby—Peter Buckbee, John Harris. John D. Beamer, George Adams, John Ness, R. C. Griffin, D. Wolverton, D. Palmer, Wm. Merritt.

"Clinton—Daniel Smith, Daniel Freeland, Isaac Teeter, Nathan Gilmore, John Buchner, Dr. Dickinson, Philip Gregory, Adam Adair.

"Louth—Wm. Adams, Adam Brown, Wm. Purdy, Isaac Overholt, Ben. Gould, Geo. E. Reed.

"Grantham—John Gilliland, Pat. McClinchy, Ab. Hosteter, John Darby, Deacon Smith.

"2. That a part of this committee attend at the hustings as follows: For Caistor—James Tisdale, John Merritt. Gainsborough—Thomas Hardy, John Page. Grimsby—Henry Smith, David Palmer, D. Wolverton, F. A. Morse, by request of Mr. Merritt. Clinton—Rowly Kilborn, Tim Hixon. Louth—B. Gregory, Isaac Overholt. Grantham—All.

"3. That the members of the committee at St. Catharines are hereby authorized to send teams to the members of the township committees respectively, who are required to give the address of those persons that will support the election of Mr. Merritt, and this committee will use every exertion to effect that object."

We have mentioned the name of Robert Gourlay in the earlier part of this work, and we have shown that he was supported by our subject at no little sacrifice. Subsequent events will show him to be still a warm friend and advocate, but his views of infringing the rights of the British subject were unappreciated by the mass of the electors, and though the local press

had been crowded by his narratives for months previous, he failed, for want of a personal canvass, to be nominated as a candidate for the United Parliament. The following remarkable document on the subject of the election was written by him:

"INDIANA, U. S., February 26, 1841.

"*To W. H. Merritt and G. Rykert, Esquires:*

"GENTLEMEN—I am to make to you an extraordinary request; but one compliance with which will do you the highest honor. I ask you to relinquish for the present your desire to represent in Parliament the North Riding of Lincoln and exert yourselves in getting me elected. My address to the electors was published prior to yours. You, therefore, oppose me; not I you. But your opposition has in no way altered my mode of action. I never meant to canvas for votes or contend with any individual. My meaning was to give the inhabitants of Niagara district an opportunity to do me justice, and that in the most noble manner. This is what I mean, and it will be in your power to explain my meaning to all, which I cannot do, confined as I am by sickness. On the 4th of May, 1818, I became the servant of the people of Niagara district, and to please them, drafted an address to the Prince Regent, which, after being submitted for months to the inspection of the people of Upper Canada, was by them universally admired and adopted, engrossed and despatched to England for presentation by Lord Erskine. Had that address been sustained, the Province would assuredly long ere now have been the most enviable spot on the habitable globe.

"Gentlemen—Should you lay aside hostility to each other, and go forth to nominate me—should electors thus cheered on to unanimity, appoint me as their representative in the Parliament of Canada, who would not applaud your conduct, and what would you lose by it? Comparatively nothing; for after one session I would vacate my seat, and leave you to contend for the remaining honor. For myself, I want only an opportunity to plead against wrong, and thus have a chance of regaining my rights and my property, with a home in Scotland.

"I have caused the records of 1818 to be reprinted, that all may be well understood. A generation has grown up since then, and many have come from distant parts who, without these records, may be incredulous. These, with your good will, are sufficient, and even my presence at the hustings may be dispensed with, should ill-health continue, or other circumstances hold me at a distance.

"I am, gentlemen, in all sincerity yours, &c.,

"ROBERT F. GOURLAY."

The election for the North Riding of Lincoln, came off on the 9th of March. In Mr. Merritt's speech, we find a eulogy on the late lamented Earl of Durham, to the adoption of whose report on the state of the Province by the Imperial Government, we owed the present hopeful state of the Province. Many of the suggestions in the report were made by our subject, but required an influential man like the Earl, to carry them out in England.

The result was his election by a large majority over his old associate, Mr. Rykert, who was opposed to the scheme of the Earl.

The prominent members returned at this election were—Morris, who succeeded Gowan, for Leeds; H. Smith from Fontinac; Baldwin and Murney, Hastings; Harrison, Kent; Price and Baldwin, York; Merritt and Thorburn, Lincoln; David Thomson, Haldimand; Alan McNab, Hamilton; F. Hincks, Oxford, and T. Parke, Middlesex.

We have dwelt more on this election than any other, because of its important result. The national feeling was the paramount element of Lower Canada in opposition, exceeding that of sect, many of the contests at the election being between Irish and French. Riots and loss of life occurred in the election of Caleb Hopkins, John Gilchrist, Dunn and Buchanan. In D. M. Armstrong's election at Berthier seven were killed.

The very natural desire to celebrate their hard-earned victory at the hustings is evinced by the party who had suffered so much by implication, if not co-operation in the rebellion. Further on, we will have to give some of the wire-pulling that prevented their success from producing the fruits they so ardently anticipated.

"HAMILTON, March 27.

"MY DEAR SIR—Many of the leading members of our party have had it in contemplation for some time past to commemorate the Parliamentary return of a majority of Liberal candidates by giving a reform banquet at this place in the course of the ensuing month—say on or about the 15th proximo.

"We propose to invite as special guests Messrs. Dunn, Baldwin and Harrison, Buchanan, Small, Price, Hincks and any other Liberal member whose residence at Toronto would enable him to attend, David Thorburn, D. Thompson, yourself and our three county members. We anticipate being able to accommodate from 250 to 300 persons in our Town Hall, and pledge ourselves to do the thing in good style, if we obtain the concurrence of our proposed guests. A festival at Hamilton will not prevent similar demonstrations at Toronto or other places, if desired; but we think it particularly desirable to hold one here—firstly, because we can do so without fear of Orange rioting, and, secondly, because, as Fergusson says, it would be under the very nose of Sir Alan McNab, who is one of the few "compact" members sent to Parliament. We think the meeting of great importance, both to the Government and Reform party, because the social union of the present Liberal administration with the Reform members of the neighborhood would indicate a union of political sentiment, the exhibition of which would tend beyond all things to seal the fate of our political enemies and place us in a firm and distinguished position.

"I have been instructed by a committee to address you on this subject, and shall be glad to hear that you are disposed to accede to our invitation. I may state that our arrangements are not sufficiently formed to enable us to give them publicity; but the parties connected with them are—The Hon. Adam Fergusson, the Dundas reformers, Wilks and Moyle (of Brantford, I believe), Ferrie, Young, Tiffany, Stinson and all in this place, and the neighboring farmers have in many instances promised their support.

"Do me the favor to answer this at your earliest convenience. I shall endeavor to communicate with Mr. Thorburn and Mr. Thomson and the Toronto gentlemen by this night's post.

"I am, dear sir, very faithfully yours,

"E. C. THOMAS:

"W. H. MERRITT, ESQ."

The patronage of the canal, with other public measures, by the new arrangements centres in Government. The President of the Board of Works and Councillor is now dictator of the position, vice Councillor and Secretary McCauley.

KINGSTON, 9th April, 1841.

"Yours of the 25th was forwarded to me here. I am about to leave for Montreal where I will be for ten days, after which I return here. I am very anxious to see Hall's plans. I saw your engineer in Toronto for a moment. He appeared chagrined. I also saw Dr. Hamilton, who said, "The engineer had given up a good deal of his expensive notions." I was sounded as to his being again elected president. I said, of course, he should instantly vacate his office. This did not appear to go. I fear an attempt was made to oust Keefer. Has this been so, and what is the result? I am very anxious to know, but I heard in such a manner that I could not hint it to you without breach of trust. Write to me and inform me sure,

"Yours with esteem, very truly,

"H. H. KILLALY."

Immediately after the election contest our subject began with all his sanguine and energetic disposition to smooth the way for a real union with our French fellow-subjects, by corresponding with the leading politicians.

The following is from an ardent Canadian—though not the one who engaged in the rebellion:

"QUEBEC, 27th April 1841.

"MY DEAR SIR—Your letter of the 15th instant only reached me yesterday. I shall, of course, consider it as 'private and confidential.'

"The members elected in this part of the country, as disapproving of the Reunion Act, will adhere to the principles of the circular to the electors, of which I enclose a copy. They do not, as you will see by that circular, pronounce absolutely in favor of the repeal of the Union, but on its repeal or amendment, so as to do away with the injustice done to the late Province of Lower Canada. They may put on record the refusal of the majority of the people of Lower Canada to give their consent to the Reunion Act, and their representatives, I conceive, will readily concur with the representatives of Upper Canada in any amendments to the act which may tend to make it more consistent with justice to both provinces, and for the maintenance of the rights of the representative body and the acknowledged liberties of British subjects, without distinction of national origin, religious belief, place of birth or residence. They will, besides, I have no doubt, readily concur in such measures as may tend to secure an able and impartial administration of justice, and a faithful discharge of the duties of all executive officers, and a proper system of responsibility and accountability. The facilitating the settlement of the Crown lands, the freedom of industry and the improvement of the great channels of commercial communication, will have their decided

support, without any partiality to particular interests or localities; keeping always in view the means of the country, and the obligation of not involving ourselves or our posterity in extravagant projects and speculations, such as are bringing so many difficulties on our southern neighbors. With respect to education it must be facilitated to all alike, without distinction. Religious societies must support themselves, there must be no interference with their peculiar privileges, and allowing no power by the one over the other. In so far as the consent and co-operation of the British Government is concerned, I should conceive that many good and useful laws, advantageous to both portions of Canada, will be more readily obtained by the representative body of a million and a quarter of souls than could be obtained by them when divided. You and I have, I believe, always differed in opinion on the question of uniting the Provinces; and we probably will continue so to differ. The project originated in a desire to place the persons and property of the subject at the mercy of the office-holders and their connections; and it bears marks of being completed in that design. The sacrifices that the assembling of a representative body to treat of the common interest of a people extended over upwards of twelve hundred miles of territory, different in language, laws, religion, institutions, climate and circumstances, the manner in which the revenue of the country has been appropriated without its consent, and the Assembly bound down, leaves us only a mockery of free government and of the British Constitution, which could not last in England, and still less in North America. I have no doubt, however, that even this sham representation of the country will enable men who have a permanent interest in it, to come to a better understanding with one another, for the common advantage, and will in replacing the population in a condition likely to remain in connection with the British Empire, and consistently with the allegiance which we all owe to the British Crown.

"I speak of what I believe are the views of the representatives of Lower Canada—those who disapprove of the Reunion Act. I have had no consultation with any of them, but I am not apprehensive of any mistake. They ask justice for their constituents, the common rights of British subjects, and are ready to promote for all the other inhabitants of the Province what they ask for themselves. On particular questions, they will be ready to form their conclusions indifferently to all parties or private interests. I can have no objection that these views should be known to everyone.

"I remain, very respectfully, your obedient and humble servant,

"J. NEILSON."

The following is from one who retired from the public arena for the position of collector at Port Colborne, whose kindness of disposition and suavity of manner, characteristic of the Irish gentleman, endeared him to all with whom he came in contact:

"LONDON, April 21st, 1841.

"MY DEAR SIR—Yours of the 9th instant reached me in good time, and my only excuse for not answering it immediately is that I did not know how. One of the questions you allude to is so very important and extensive in its connections—coupled with the tortuous deceit that long, scheming heads in and out of the House of Assembly will bring to bear on it, even putting on the garments of angels of light—that I find I am utterly incapable of giving my views in the short compass of a letter, or, indeed, of placing them correctly and fully on paper at all. The first question you allude to—that of

Speaker—with the friends of responsible government there can be no two opinions. The Assembly should stamp its character indelibly by their choice of a Speaker, including also the consideration that if not a Lower Canadian, he should be a person in whom that portion of our fellow subjects have every confidence, in order to show them that the reformers of Upper Canada have every disposition to respect their feelings, and treat them in that friendly, fair way that alone can make the Union any way palatable to them. * * I have no personal acquaintance with the men returned from the Lower Province.

"I am, my dear sir, in esteem, truly yours,

"THOMAS PARKE."

"AMELIASBURGH, May 3d, 1841.

"MY DEAR SIR—Yours of the 10th ultimo was duly received. I agree with you that the success of our new administration must depend upon the wisdom of the measures they advocate, and it is all important that we agree with them, if we can do so without sacrifice of principle, and I trust we shall in no case be called upon to do so in order to agree with them. I very much dread the civil list question, and I fear the Tories will endeavor to drive us into that ground if they can. Should they do so, I think our better plan would be to endeavor to evade it, till we give the new Constitution a fair trial, as it is an experiment, and if we go to mending it before we try it, should it prove a failure we may have ourselves to blame for it. We have a most difficult task before us. I expect an attempt will be made to get us into a squabble with the Governor General respecting some of the elections in some part of the Province. Both Tories and Republicans would glory in getting us into difficulties of that kind, but I think our earthly salvation depends on our agreeing with His Excellency. As it respects the Speaker, I agree also with you that if we can get a man who can speak both languages it would be preferable, and if we could get a Lower Canadian who would answer the purpose it would, perhaps, be the means of conciliating them, and certainly they deserve some consideration. I intend being in town on Monday evening, and hope to see you and many other friends on Tuesday, the day previous to the assembling.

"I remain yours truly,

"J. ROBLIN."

"HAMILTON, May 4th, 1841.

"MY DEAR SIR—Your favor of the 10th ultimo is before me, and its reply has been postponed to the present time from unavoidable circumstances.

"You do me the honor to ask me if I think 'that the present Provincial Ministry will feel it necessary to consult the representatives of the people, with a view of ascertaining in what manner certain questions will or should be disposed of. I apprehend that the Ministry have no alternative but to do so, unless—which I am reluctant to believe possible—they place such great confidence in the venality or apathy of the Parliament and the people as to apprehend no successful opposition to themselves by a selfish and despotic system of government.

"Your query appears to refer particularly to the civil list, and the propriety of amending the Union Act, and you say that you have been asked, 'Can the principles of the British Constitution be maintained without having the power of granting supplies vested in the representative

branch of the Legislature, and what is substituted as an equivalent? This is, indeed, a difficult question—one on which I must offer an opinion with great diffidence, and would rather that my sentiments were received as humble suggestions than as the deliberate feelings of a matured judgment. I am continually struck with the inaccuracy of the assertion that a colony enjoys in all respects 'the image and transcript' of the parent State, and the present question offers an additional proof of the inaccuracy..

"We have the written pledge of the Imperial Parliament that we shall be ruled henceforth by men possessing the confidence of the people, and that the acts of Government shall be in accordance with the wishes of the people's representatives. To break this pledge would be, in my opinion, to deprive us of a constitutional right, and would in fact—if I might so say—extinguish the Constitution. Depend upon it, if the people of Canada are true so themselves, no Ministry and no Government dare alter one iota of this recorded pledge. So wicked a step will soon be attempted; and, though I acknowledge the inferiority of the machinery of colonial to that of imperial representation, I am satisfied that honesty on the part of our representatives, and energy and wisdom on that of ourselves, will always secure to us the full measures of practical responsible or self Government. I think, moreover, that the question of a civil list has been, to a certain extent, constitutionally disposed of by the respective Provinces, inasmuch as the Upper Canada Legislature and the Lower Canada Government (such as it was) have determined that a sufficient civil list should be granted for the life of the present Sovereign. I say disposed of to a certain extent, but I by no means imply therefrom that the amount of the civil list has been constitutionally determined upon, nor do I yet know by what right the Imperial Parliament has saw fit to fix that sum at £75,000 per annum. It may be too much—it may be too little; but, be this as it may, I doubt the power of the Imperial Legislature to define the sum at all. The people of Canada stand pledged to the grant of a sufficient civil list; they have yet, I conceive, to determine the amount of that civil list, and, as an independent member of the Legislature, I should conceive it to be my duty to consider maturely this branch of the subject, and to insist upon the right of the House to grant as much, or as little, as in its wisdom may be considered sufficient for the payment of the several salaries of the Crown. This will probably be the great bone of contention in the ensuing session, and it will be a question legitimately the province of the House to determine. I hope it may be approached in a conceding, yet firm and manly spirit, and that neither factious opposition or venal submission may be displayed upon it.

"With respect to the clauses of the Union Act generally, I cannot think it politic to attempt to disturb them at present. They have been assented to by the Imperial Parliament after a temperate and patient discussion of the whole question, and, though some of the clauses are highly objectionable, I am convinced that the bill, as a whole, is the best that could be obtained at present from a Parliament in which the balance of power rests so broadly in favor of an anti-Liberal aristocracy. We must give the bill a fair trial, after which such clauses as are proved to affect us injuriously or unfairly may with reason and justice be protested against.

"My great fear respecting the well-doing of the country arises from the discussion in the Reform ranks. It cannot be doubted that there are

many who profess themselves to be Reformers, who are ready to be the willing tools of any Government. On the other hand, there are not a few hasty and suspicious tempers who will create discord where firmness and moderation would answer a better purpose; and again, there are those who will be contented with nothing short of Republican institutions; but these, I am willing to believe, are now very few.

"But I am writing more than you will care to read, therefore shall only add that I shall at all times find pleasure in receiving your sentiments on political questions, and shall readily afford you in return my humble and imperfect ideas of the same.

"I am, dear sir, faithfully yours,

"E. C. THOMAS."

"TORONTO, 6th April, 1841.

"MY DEAR SIR—I beg to congratulate you on the result of the North Lincoln election. * * * The Speakership will be the first question before the House, and I think that there can be no second opinion that a Reformer should be placed in the chair. You have heard, no doubt, that Moffatt is spoken of, and is said to be the Government candidate. The latter is doubtful. I presume feelers are put forth. McNab, of course, is in the field, and, without management, may run better than we now think. He is a canny fellow, and will try to gain the anti-Union party in Lower Canada. How, then, must we manage? I think one of our Reform party in this Province, or else a moderate anti-Unionist below, must be the man. You will observe that anti-Unionist is a most incorrect name. They are opposed to the details and not to the principle of the bill. The advantages in favor of the latter are, of course, his speaking both languages, which could be urged in favor of Moffatt. The only men I can think of are Austin Cuvilier or yourself. I know not what your views are on the subject, but I think you must see that we must be a good deal governed by our friends below. I think we should try and get them to act with us from the outset. Pray, write me confidentially your views on these subjects, and believe me

"Yours very truly,

"W. H. MERRITT, ESQ."

The canal was opened on the 30th April, fifteen or twenty vessels being collected waiting for passage.

On the fourth of May, the launch of the Chief Justice Robinson took place at Shickeluna's ship yard.

A flaming notice of the opening of the salt water baths, with a chemical analysis of the contents, was published on June 1st, by C. W. Hellems.

Sixth Annual Report of the G. R. N. Co., approved at the meeting of the stockholders, presided over by D. Thompson, M. P., at Simcoe, May 4, closes with this notice of the improvements:

"It is understood a steamer will ply daily from Buffalo to Port Robinson this season, from whence a packet boat will run to Dunnville, and a steam tug thence to Cayuga. A number stand ready to complete it to Bunnel's Landing. A regular line of boats or scows from Port Dalhousie would soon find employment in the transit of all the merchandise destined for consumption west of Brantford. W. H. H."

In one of his familiar letters to his father-in-law, among other matters regarding his family, occurs this estimate of the capabilities of one of the family, whom he fondly hoped would be his successor in the reform of the higher branches of legal jurisprudence :

DR. P: William has selected the law, and as I have heretofore mentioned, my aim is to make him a statesman, as he possesses rare ability for his years, and a judgment, which, if he continues to improve, without being led into dissipation and vice, will place him among the highest rank of competitors. I have been so long satisfied of this, that I leave his pursuits and studies wholly to himself. I find in figures and book-keeping a degree of promptness and facility far exceeding anything I ever possessed. He commenced learning French with Mr. De LaHaye. Within a year he has become a finished French scholar, speaks and pronounces the pure Parisian, and reads and writes the language with ease. In December I had a German to teach him. He has already made great progress. He attends his office hours regularly, and applies himself to his studies before and after. He says in another year—after he is master of French, German, and perhaps Spanish and Italian—that he will apply himself to law exclusively for two years, and place himself at the top of his profession. He shall have every facility from me. No expense shall be spared to forward his studies.

Perhaps I may be in a delusion, as every father views his children with a partial feeling, but it is a delusion which affords me happiness to indulge in, and I am growing day by day more interested in his welfare. W. H. M.

A Kingston paper notices the arrival of the Government officials at Kingston. They are composed of the Hon. H. Killaly, President of the Board of Works; Colonel Forbes, Commander of the Forces; Colonel Mackenzie Frazer, Deputy Adjudant General of Militia; Hon. John McCauley, Inspector General; A. V. Hawk, Emigration Agent. His Excellency was still detained at Montreal by an attack of gout.

This was soon followed by a notice of the meeting of Parliament, which took place on the 15th of June. The *Gazette* of the day previous contained one or two additions to the Cabinet, and a list of twenty-four Legislative Councillors, noticeable for the paucity of French—equal to four, and the number of Scotch—indicated by the prefix "Mac."

The Governor's speech notices McCloud's continued imprisonment, and the measures taken by the Government to procure his release. It notices a reduction of postage across the Atlantic; the guarantee of the Imperial credit for one and a half millions sterling, the multiplication of municipal institutions, and the extension of education by means of common schools, and closes thus: "The determination which I am also empowered to state on the part of the Government, to devote annually a large sum for the defence of the Province, and the fixed determination that the North American Provinces shall be maintained at all hazards; also that Her Majesty's Government are pleased to assist in facilitating the passage of the emigrant from the port at which he is landed to the place where his labor may be made available."

On the opening of the House of Parliament, one of our subject's first acts was to second the motion, which was made by Mr. Cuvilier, that Mr. Morin should be the Speaker of the new House, thereby paying a compliment to his fellow subjects from Lower Canada. He also advocated a measure, having for its object, the maintainance of the poor, by the inhabitants of each township. He also brought on again his plan for a National Bank, in which he pleaded for the interests of the people, that the profits of banking, which had now reached over $2,000,000, might be made of use to the country, in public works, instead of going into the pockets of private individuals. The bill was again defeated by a small majority, and he never afterwards sought to revive it. He also advocated an Alien bill, whereby five years residence in the Province constituted citizenship, and successfully carried it by a large majority. He again drew the attention of the House to the question of the inland navigation.

In a debate on the speech, which lasted for nine days, Mr. Merritt was "surprised at what he had heard (from Mr. Draper.) To retain office with a majority of the House against them, was persisting in managing the country contrary to the wishes of it. This would be only a protraction of the injury, and he hoped that Ministers would state expressly whether that is to be the system of Lord Sydenham or not."

Mr. Draper closed the debate by saying that they would resign if opposed by a majority.

One of his constituent's opinions on these proceedings is as follows:

"Saint Davids, June 28th, 1841.

"My Dear Sir—I again take the liberty of addressing you a few lines, that you may understand that your friends are thinking and feeling anxious to know the result of the session.

"Your proceedings so far, I think, have given pretty general satisfaction to all parties. I see you have drawn the Attorney General out. You were right. It was mysterious. Why not come out at once. I care not a copper for his professions, let us see what his actions will be on all matters of importance. It may be policy for him and the Governor General, if they do not mean right, to mystify; but I hope that is not the case. You must be on the alert. Your country is watching you, and I trust they will have no reason to complain. I am sorry to see the Reformers disagree on small points. The question about an adjournment, I think, was not worth debating on. It tended to weaken the party. To try the reality of the men, the question must be something that the country has more interest in. The news here is, that after carrying your amendments to His Excellency's speech, he sent for you the same night. The next morning you brought in other amendments to do away with your former ones. I hardly credited that. We only receive the news weekly. I may be far behind the proceedings of the day. Give His Excellency all the assistance you can, but guard the rights and privileges of the people. Try and make this a strong and happy country as it was formerly. All that is wanted is that liberality that every Government ought to bestow on its

subjects. I am aware this is your feeling, and I hope that should you not accomplish that, you will not fetter the Province with your consent. I hope Mr. Baldwin will still be the leader of the party. Let me hear from you soon.

"Your obedient, humble servant,

"RICHARD WOODRUFF.

"W. H. MERRITT, Esq., Kingston."

On the 7th July, Mr. Merritt published a letter to the stockholders of the Welland Canal, stating that the Royal assent had been given to the act, which we have already detailed, for purchasing from the stockholders by the Government, showing the advantage of the measure and calling for acquiescence thereto.

A reprint of the report of the Committee on the Bank Bill, dated April 13th, 1835, was given in the *Journal* of April 29th. It takes up seven or eight columns, with another of editorial in its favour; but failing to become a Government measure, much to the disappointment of our subject and friends, the country was deprived of the profits of banking.

Mr. Hincks brought in a bill to abolish the Usury Law, which we cannot but think, though of temporary profit, as tending not a little to the periodical depression of trade and the failure of individuals.

The resignation of the Hon. R. Baldwin, at this period, revived for a time, the old animosities, and our subject in an able speech, pointed out the advisability of quietly proceeding with business, rather than waste time in stirring up unpleasant discussions. His advice seems to have been adopted, as a better feeling soon prevailed. Some of the best measures of the government he permitted to pass unchallenged, but the measures of granting large sums all over the country, on plank roads, and other political favors, he bitterly attacked, and succeeded in beating the Government on the question. His anxiety to have the Cornwall canal opened caused a grant of a million and a half dollars to be given towards that object.

The proceedings of the House terminated on the 19th Sept., by Lord Sydenham being thrown from his horse, from which accident he never rallied. After his burial the members returned home.

Mr. Merritt proceeded to New York, and had an interview with the stockholders regarding the best disposition of their property, and a liberal offer being made to our subject, he agreed, on communing with his family to undertake to do their business for them in London, the great monetary centre.

The remaining incidents of this year were the attempt about the 28th October, to blow up the Big Level lock at Thorold, and the release of McCloud from his long imprisonment.

The *Journal* has again turned to the mild direction of the faithful and scrupulously correct editor and printer, Hiram Leavenworth, and

though we do not see so many political articles on Church and State as during Mr. Sears' occupancy of the editorial chair, yet the course of events is sufficiently depicted in its pages to present "the mould and figure of the times."

News was received, headed very important, that the Queen had given birth to a Princess; that St. Jean D'Acre was captured; the Chinese war still progressing; the States' people were succeeding in Texas, and that our own fellow-subject, Alexander McCloud, was still a tenant of Lockport jail for participating in the Carolina affair.

As a sign of the insecurity of the times, especially in the matter of horse property, we notice the formation of a "vigilance society," composed of John Gilliland, J. Wright, Alexander Wilson, Joseph Godfrey, Samuel Hill, Thomas Oxbury, H. Mittelberger, Wm. Chase, Sam. Harris, John Soper, John Clark, A. K. Boomer, J. Clendenning and D. P. Haines.

Mr. Merritt issued an address to the freeholders of the county of Lincoln, dated September 23d, which says: "Gentlemen—The first session of the first United Parliament has closed, £45,000 being granted to the common schools and £1,500,000 for connecting our inland waters with the Atlantic. Lower Canadian members are entitled to your gratitude, for to their noble and disinterested conduct are we indebted for ready access to the sea. Notwithstanding the heavy debt they have already assumed, and the very great disproportion of expenditure in this section, they voted to a man for the completing of the Welland and St. Lawrence canals. Eighty-eight bills have passed, but fifteen, including the Municipal Bill, reserved. Confidence has been established., the prosperity of Canada commenced, and the stability of the Union being cemented by the harmony and good feeling which prevailed among the members from the different part of the Union."

The result of the first session's work was satisfactory to most of the inhabitants, including the distant members on the sea-board, who vied with their fellow British Americans on the borders of the St. Lawrence as being the originators of colonial independence. In this we think they were mistaken.

The report which contained the principles on which our future government was to be carried on, but for the results of which, neither our subject nor any native of this country is in the slightest degree responsible, "was subversive of the existing institutions of the colony and as much a revolution as if the rebels themselves had succeeded.

It was followed by the annexation manifesto in 1859, on the return of Mr. McKenzie, which our subject had also an influence in putting down The result of this policy on his future usefulness, will appear as we proceed

One object for diminishing power was multiplying its depositories; and

municipal institutions were not giving the colonies the management of their own affairs, but rather tended to reconcile them to an administration entirely opposed to British American interests.

Towards the end of the year the elections for municipal councillors occupied the columns of the newspapers. The *Journal* says: "There are twenty-eight Councillors for Niagara district—quite a small Parliament in its way." This was about the number of townships, the expense of which at the time was £3,447. The number of councillors and the expenses have about increased in equal proportions. The question will suggest itself—have the advantages been commensurate with the cost? They assembled under the leadership of Mr. Thorburn, Mr. Rykert taking an active part in the representation of Grantham.

The appropriation being adequate, work was at once commenced on the canal, numerous stone cutters, masons, and laborers employed. Mr. Merritt, as usual, was elated with the proposed improvements, which proceeded triumphantly to the final success of his scheme. He was in daily communication with all parts of the work, and gave it his unceasing attention while in the neighborhood.

During the year 1841 a large portion of his time had been spent in superintending the works on the Canal, particularly along the Feeder—which was intended to be enlarged to the full size of the Canal, so that vessels passing through it during the time that the works were going on at Port Colborne would not obstruct the passage in that direction. And on the setting in of winter he made preparations to leave for England on important business connected with finance, politics, free trade, the negotiation of Government debentures, &c., as well as to make arrangements towards placing his sons, the author and William, in the University.

"ALBANY, October 12, 1841.

"MY DEAR SON—You expressed a desire to visit England with me, on my leaving home, and on reflection, as this is most probably the last time I may ever have an opportunity to cross the Atlantic, I have decided that you and your brother may accompany me.

"W. H. MERRITT."

Our subject, as well as his correspondents, considered it of the utmost importance—now that the disposition of the revenue was all under one Legislature—that the public in Lower Canada should be acquainted with the benefit the improvements of the navigation of the St. Lawrence in Western Canada would be to the country at large, as well as the all-absorbing subject of local self-government in which the American colonies were equally interested.

Previous to departing he received the following from his friends James Holmes and Joseph Howe, who had been visiting there the same autumn:

"HALIFAX, Oct. 7, 1841.

"MY DEAR SIR—I received your favor of the 18th September a few days ago, and was glad to find that you were well satisfied with the results of the session. I have watched the proceedings narrowly, and have been, on the whole, most pleased and gratified with what has been done and said, always excepting the weakness and twaddle with which the campaign was opened * * * There need be no fears of Executive responsibility. You would have had it in full perfection, had you ever mustered a majority to *beat the Government* and with *common principles* and *union* to *form another*. Here, nobody dreams of the old stalking horse of a minority government—the thing is absurd, and the few who cling to the idea are regarded as old Waterloo soldiers, or some dreamers of times gone past. Mrs. Howe begs me to present her respects, and thank you for all your attention. I am right glad to find that the great St. Lawrence river improvements are to be vigorously dealt with. You deserve great credit for your perseverance, and I trust will reap some profit as well as honor by your exertions. With best respects to all friends, believe me,

"Yours truly,
"JOSEPH HOWE.

"W. HAMILTON MERRITT."

"MONTREAL, 23d November, 1841.

"DEAR SIR—I received your letter, dated the 8th inst., only a few days since. Where it has been in the meantime I cannot say. The communication for publication, enclosed in it, you will find in the *Herald*, which is the paper enjoying most influence and the greatest circulation here. I shall probably follow it up by publishing your "Report," and by observations. If you have any to send me I shall be able to get insertion for them in the *Herald* or some other journal. Can you send me any back numbers of the St. Catharines *Journal* which contain observations on your great object? If you can, do so, as it is a difficult thing to write with effect about what one really understands but little. I am,

"Yours very cordially,
"JAMES HOLMES.

"HAMILTON MERRITT, Esq., St. Catharines."

The following he received from his father-in-law in answer to his letter regarding the education of his son William, which we commend to the study of our embryo politicians of the present day:

MAYVILLE, December 14th, 1841.

MY DEAR SIR:—I received yours of the 12th of October, dated at Albany, in which you observed you were about to go to England on business of the stockholders of the Welland Canal.

"So you wish William to possess a knowledge of politics and legislation, as well as law. Politics and legislation are only to be obtained by the society of politicians, and in the legislative hall. The laws of particular governments and national law are taught in seminaries of learning, and constitute a branch of learning which is very necessary to qualify a man for a politician and for the legislative hall. But still the great field for that study is not in seminaries of learning, but is obtained by the knowledge acquired

by the study of the interests of nations, and that particularly of our own and neighboring countries. Those interests will be found to be and ought to be the governing *motives* to all action between nations. It would be no difficult matter to form laws in conformity with those interests if the legislative body would act in concert. But here you are met by a thousand sectional and personal interests, clashing with the interests of the government or state, and nine times out of ten these interests are mere pretenses to cover some selfish design, and for this cause it becomes more difficult to discover and unveil the motives of these men than to discover and manage the interests of government. The subject of politics and legislation, and the improper motives of men in opposition—their intrigues and designs, which would subvert the ends of all fair legislation, I might have omitted, these being superfluous to inform one who requires no light on these subjects.

"With sentiments of great regard,

"Yours,

"JEDEDIAH PRENDERGAST.

"W. HAMILTON MERRITT."

Mr. M. wrote to the Chief Justice, who had just returned from England for an introduction to some of his influential friends there. The "Chief" makes this an opportunity to read him a lecture not to take advantage of the Canal stockholders, and closes, with regard to Lord Stanley: "I should not feel it agreeable to address him except officially." Our subject demands explanations, whence appears the following. Without saying that persons in public employment should not occasionally enter into stock-jobbing, it is to be wished that the standard of public morality and honor was erected on a similar level in these days:

"TORONTO, Dec. 7, 1841.

"MY DEAR SIR:—I have just received your letter of yesterday. You do not mention on what day you intend setting out; and I am therefore doubtful whether this will reach you or not. I lose no time, however, in writing to you, because I am anxious that there should be no misunderstanding between us on the subject to which it chiefly relates. There can be few persons, if any, who have had a better opportunity than I have had to judge of your conduct and motives in regard to the Welland Canal, and I need not tell you that I have never looked upon you as actuated by any other than the best motives in giving up, as you have done, the greater part of your life to the promotion of that work. I fully believe you to have been disinterested in all the efforts you have made to forward it, and you are well aware that I have on many occasions publicly borne my testimony to that effect, when I found your motives and character unjustly attacked; and in private I have done so thousands of times when you, of course, have known nothing of it. My opinion in that respect is not in the slightest degree changed. That you have always done all you could to guard the interest of the absent stockholders is quite well known to me, and I did and do sincerely trust that you will continue to act in the same manner towards them, by making them aware of the situation in which they really now stand. I confessed that hope in my letter, and it was the persuasion of my mind that you would. But, I will be quite candid with you, and state precisely what

I meant by writing as I did. Nobody had said one word to me about your visit to England, or the probable object of it. No one had given the remotest hint to me that they suspected you were bent upon any speculation connected with the Canal; but I do know that lately some persons have become alive to the real value of the Welland Canal stock, while the assurances which the act holds out of future advantages, and that stock has been bought up at a good speculation. I am well aware that the debentures are to open for the actual amount of each person's stock at par, bearing interest as the act provides, but what I feel anxious about is that the English stockholders should be put on their guard and made to reflect that the debentures will be really worth much more than their accruing amount by the certainty the act affords of the back interest being ultimately paid. If you think they are sure of coming to the knowledge of this, without any pains being taken to explain it, I think you are mistaken, because I know that within a fortnight stock has been sold here at par, which of course involves a needless loss of all the back interest. This has made me apprehend that if such a speculation could be carried on here, upon the spot where the best means of information exist, it is more likely that the same thing could be done with the stockholders in England, and I should be extremely sorry to hear that such men as Mr. Blacow, after having lost the use of their money for years, should be induced hastily to accept an offer which, very probably, before this time has been made to them, and which precludes all possibility of their being ever indemnified for what up to this time they have lost. I hoped that your going home might prevent this, and so I said in my letter. At the same time I confess it did occur to me as possible, though I did not think it probable, that you might make an offer for the stock of any who might choose to sell and might acquire it, and I should have deeply regretted if you had erred in judgment so much as to do it, because though you might have considered the transaction in no way blamable, it would have received the worst construction. I felt that it would be taken as a confirmation of what I had heard many times stated to your prejudice, and what you well know I have again and again contradicted, staking my own reputation upon the purity of your motives. Anything of that kind, however openly you might have acted, would with mankind in general have wholly destroyed the claim which you now have to be regarded as the person who has practically conferred the most important benefit upon this country. If you took it that I had heard one word said about your having any such intention you are wholly in error. You are equally in error if you supposed that I believed that to be your object. On the contrary I really did hope, as I said, that your visit to England would be made to answer exactly the opposite purpose. But, I freely confess a fear crossed me that you might fall into an error, and I meant that my letter should in some measure have the effect it has had, though I did not think you would take it exactly in the sense you have done.

"As to my own trifling amount of stock, I should always have disposed of it at par from the time of my becoming a Judge, because every now and then something was coming up in the court in which I presided and in which the Company were more or less concerned, although the interest was too minute to be talked of. I need not tell you that we live in an ill-natured world, and I should always have been better pleased at being free, as I

ought to be, of all direct pecuniary interest in the Company. As soon as I was told of a person who would give £200 for my stock I did not hesitate to part with it. But I shall never feel less interest in the work than I have done, nor take less pleasure in seeing those who have supported it satisfactorily rewarded.

"I am, my dear sir,

"Yours very truly,

"JOHN B. ROBINSON."

No people on earth understood the business of stock-jobbing better than the people of England, and those from whom Mr. Merritt had obtained stock, with one or two exceptions, were bankers and capitalists of the first standing in the City of London, the Minister of Liverpool being an exception.

There was more danger that the holders in Quebec and New York would fail to get the advantage of the Imperial guarantee, than the British shareholders.

Fortunately at this period the following letter was received in reply to the Judge's surmises:

"LIVERPOOL, No. 25 Nile Street, Nov. 17, 1841.

"MY DEAR SIR:—I have had the pleasure and satisfaction of receiving your gratifying letter of the 27th inst., stating, as it does, that the property so long embarked by the private shareholders in the Welland Canal, and for years considered in so much jeopardy, will at length be redeemed, and still more gratifying that I may so soon have the pleasure of seeing you and your sons in Liverpool. Your intimation, too, of a future bonus for the hazard they incurred in lending their aid to so noble a work, which must ultimately prove of such immense benefit to the Province, bespeaks a continuance of those liberal feelings you have always manifested in their behalf.

"I trust our new Ministry will give every encouragement to emigration, as nothing would so essentially conduce to the welfare of the country. It would at once relieve us from the burden of our poor rates, and soon form an outlet for all our manufactures. In fact, it would make us independent of the whole world. We could get all we want from our own Colonies, and supply them with everything needful for themselves, and thus form a bond of union that would be mutually beneficial.

"Believe me, my dear sir,

"Very sincerely yours,

"RICHARD BLACOW."

Before leaving St. Catharines, his fellow-townsmen waited upon him, and offered him a public dinner, which, owing to the short time at his disposal, he was compelled to decline. He left on the 27th December, after spending the Christmas at his father's, and joined his sons in New York.

1842.

They embarked on the 20th January, in the good ship "Columbus," for Liverpool, where they arrived after a favorable trip of twenty-one days, landing on the 11th February, and put up at the Grecian Hotel. They spent a few days in Liverpool, seeing the great docks and other wonders. Here he left his sons to amuse themselves, and proceeded to London. He occupied his old quarters, No. 19 Bury Street, where in 1828 he was a fellow-lodger with Thomas Moore, the poet, the house being a great resort for British American travellers.

He soon had the pleasure of meeting Mr. Gordon, his brother-in-law, in whose care he placed his sons, as his own time would be fully occupied.

Whilst on shipboard he matured a number of communications to Lord Stanley, then Colonial Secretary, on the subject of admitting Canadian produce into England duty free. In these letters he fully explained the injustice done to Canada in this matter, by taxing the industry of a people who were striving to extend her empire, whilst they at the same time were receiving the bulk of their goods from the production of the parent State.

He also visited many of his old associates, Messrs. Gladstone, Goulborne, Smith, Buller, Pemberton, Bosanquet, Cubett and others, to whom was imparted a great deal of information in reference to Canada, and also attended some of the public entertainments, one in particular, held in the London Tavern, at which we find that he made a speech.

He attended the Imperial Parliament, which assembled on the 3rd inst.

The following is some of the correspondence from officials, and Members of Parliament:

"WHITEHALL, Feb. 15.

"SIR :—I am directed by Mr. Wm. E. Gladstone to acknowledge the receipt of your note this morning, and to thank you for the opportunity which you offer him of ascertaining your opinion on the subject of his Resolutions respecting the duty on the importation of corn into Canada. Mr. Gladstone will be at liberty to see you to-morrow, the 16th inst., at three o'clock.

"I am, sir,

"Your obedient servant,

"RAWSON W. RAWSON.

"W. HAMILTON MERRITT, Esq."

"DOWNING STREET, Feb. 18, 1842.

"SIR :—In reply to your letter of the 17th, I am desired by the Chancellor of the Exchequer to state that he will be happy to see you on Monday next at one o'clock. I am, sir,

"Your very obedient servant,

"RAWSON W. RAWSON.

"W. H. MERRITT, Esq."

"No. 9 CHAPEL STREET, Belgrave Square, Feb. 19, 1842.

"SIR :—Having been informed by Mr. C. Franks and by Mr. Gillespie that you are specially interested on behalf of Canada in the question relating to the free admission of Colonial grain into the British markets, it would give me much pleasure to see you previous to my motion in the House of Commons for a reduction of the duty to one shilling per quarter. I am almost always at home till about two o'clock, and if convenient to you to call before that hour I shall feel very much obliged by your allowing me to see you at No. 9 Chapel street, or I will call upon you on any day you may appoint between the hours of four and five o'clock in the afternoon.

"If you have any memoranda which you think tend to elucidate the subject, or if any point speedily suggests itself to you as worthy of notice, I shall be very glad to give them my best attention.

"I have the honor to be,
"Your obedient servant,
"WILLIAM T. O'BRIEN.

"W. H. MERRITT, Esq."

Mr. Gladstone moved for imposing a duty upon Colonial produce, which went into effect, and Mr. O'Brien's amendment was lost.

"WHITEHALL, Feb. 22, 1842.

"SIR :—I am directed by Mr. Wm. E. Gladstone to acknowledge with his best thanks your letter of the 18th inst., upon the subject of the proposed measure for regulating the trade of the Colonies, as it affects Canadian interests. I am, sir,

"Your obedient servant,
"RAWSON. W. RAWSON.

"W. H. MERRITT, Esq."

"DOWNING STREET, Feb. 25, 1842.

"SIR : I am directed by Lord Stanley to acknowledge the receipt of the letters which you addressed to his Lordship on the 21st inst., respecting the expediency of allowing Canadian corn to be imported into this country duty free, and to convey to you his lordship's thanks for those communications.

"I have the honor to be, sir,
"Your most obedient humble servant,
"G. W. HOPE.

"W. HAMILTON MERRITT, Esq."

"WHITEHALL, March 1, 1842.

"SIRS: Mr. Wm. E. Gladstone presents his compliments to Mr. Merritt and Mr. Williams, and has the honor to acquaint them, in reply to their note of this morning, that it is not intended to propose any duty upon the importation of wheat into Canada. "Yours respectfully,
"W. E. GLADSTONE.

"W. H. MERRITT and Mr. WILLIAMS, Esq's."

"DOWNING STREET, March 3rd, 1842.

"SIR :—I am directed by Lord Stanley to acknowledge the receipt of your letter of the 22d ult., and to thank you for the information conveyed to him by that and your other communications.

"With respect to the intentions of Her Majesty's Government on the subject of the trade in corn both from the United States into Canada, and from

Canada to Great Britain, Lord Stanley desires me to state that, after the discussions which have recently taken place in the House of Commons, he feels it unnecessary to enter into details, but is happy to be able to refer to those discussions, as showing that it is from no indisposition to promote to the utmost of their ability to do so, consistently with other considerations, the interests of Canada, that Her Majesty's Government must decline at present to accede to the proposal of an unrestricted importation of corn from thence to Great Britain.

"I have the honor to be, sir,

"Your most obedient servant,

"G. W. HOPE.

"W. H. MERRITT, Esq."

After leaving the matter for the consideration of the Ministry, he at length found time to attend to his sons.

On the 8th of March he went to Cambridge University, where he placed his son Jedediah. Being furnished with letters of introduction, he was invited by the Society of Fellows, and dined with the since celebrated Dr. Colenzo and Mr. Paley, and the magnates of St. John's College.

"LONDON, March 26, 1842.

"MY DEAR CATHARINE:—Your affectionate and most admirable letter of the 6th February reached me this day. Mr. Gordon will enclose it on Monday, as I leave in the morning to join William at Paris. I went to Cambridge on the 7th with Jedediah, expecting he would obtain an entrance next October. He was examined in Greek, Latin, Algebra, and Arithmetic—passed, obtained a certificate, procured his cap and gown and dined in the Hall the same day, by which he has gained a term. Mention this to the Rev. Mr. Atkinson, and say to Mr. A. if my means will admit he shall have the silver service. I have been pricing at a number of places, but the price is much the same. I go over for the purpose of seeing William properly settled, and will be absent about a fortnight. With regard to business, everything is getting on as well as I anticipated. The Government have overlooked the Colonies in their great commercial and financial transactions, and all parties interested in the Colonies here, which are, however, few, appear dissatisfied. For my own part, I feel that the basis has been laid for our future prosperity, and expect before the close of another session to see the products of Canada admitted into the ports of the mother country free from duty. Sir Allan McNab called on me last night. He came over in the Oxford packet, by way of Quebec, Boston and New York. Give my love to all our relatives and friends, particularly father and mother, who I hope may be spared to meet us again in this world. We are all hastening through it; and I cannot but remark how changed my feelings are since 1828—fourteen years. Then, I had an inclination to see everything; now, I would not give a straw to see anything. I have not been inside of a theatre or spent *one penny* in sight seeing. Perhaps I may have more curiosity in Paris, as everything will be new. Mr. Gordon spends the evening with me generally when I don't dine out. Charles Merritt accompanies me to France.

"Your affectionate husband,

"W. HAMILTON MERRITT."

He sent his son William on to Paris, in order to observe a little of the grandeur of this gayest of cities, where he afterwards joined him. From

Paris they proceeded to Strasbourg, thence to Heidelberg, where he had introductions, and thence to Bonn—in whose splendid university he placed his son—and returned to London.

"No. 6 Bury Street, St. James, April 16, 1842.

"My Dear Son:—Having arrived this evening, I take the earliest opportunity to give you a brief outline of my proceedings since my last letter. After leaving this, in company with Charles Merritt, had a pleasant sail down the Thames, crossed the Channel, and arrived at Boulougne the same day, or by ten o'clock at night. In one day and night arrived by diligence to Paris, passing through a country devoid of interest. On my arrival in Paris, I had some difficulty in finding William's hotel, in consequence of his negligence in forming his letters, reading Hotel Farent, which was unknown or did not exist (I notice this as a hint for yourself.) After finding the hotel, I found he had commenced his studies with a French teacher; sent for him, and spent one week in selecting a suitable place for him to return to, having made up my mind to accompany him to Germany. He will live in the family of a Professor of Law, Francois Coquille, at 130 francs per month, and be under the direction of Mr. Destreus. Avocat, a la Cour Royal, No. 6 Place Dauphine, who will give him lessons or direct his studies in the civil law. I will bring William's journal for your perusal, to which I refer for a description of Paris. Passed the provinces of Champaigne, Lorraine, and Alsace, through a beautiful country, but between Paris and the first the country is sterile and bears the appearance of poverty. On Tuesday, the 5th inst., left Paris in a diligence for Strasbourg on the Rhine, a place noted for its Cathedral or Minster, said to be one of the noblest Gothic edifices in Europe, with the highest spire in the world, 474 feet above the pavement, 140 feet higher than St. Paul's and 24 feet higher than the great pyramid in Egypt. From Strasbourg we descended the Rhine, passing Spires, Worms, and many ancient towns, until we reached Mayence, thence took a railroad to Frankfort. On our arrival found there was no university and no place suitable, therefore procured letters for Heidelberg, but meeting with the Rev. Mr. Harvey, was recommended by him and other English gentlemen to first visit Bonn, the University where Prince Albert received his education. Followed their advice and arrived there without letters or introduction from any person, except a note from a friend of Mr. Harvey's to a Professor Sumner, who he once met by chance. Returned to Mayence, thence down the Rhine to Bonn, which part embraces the most picturesque scenery on that celebrated river, but I will not attempt a description but refer you to "Murray's Hand Book" for a brief and good account. You will make yourself familiar with those places before you see them. Found no difficulty on my arrival. Doctor Sumner, Professor of Theology, a Protestant minister, was extremely kind, as all the German gentlemen we met were, and in two days succeeded in placing William with the family of Alfred Nicolovious, Professor of Law. He married a lady from Berlin, neither of whom can speak English. He has only two small children, and consented to take him in consideration of his being a foreigner and unprotected. The expense will be £80 per year. Although a strict examination is instituted before a native is admitted, no examination is necessary for a foreigner. At 18 he enters this University, has free access to the library and the benefit of lectures on every science, and they have the most eminent men in Prussia at the head of each, so say English residents. If a young man desires to learn he will have every opportunity; if not,

they will not be urged. The students live where they please. I thought it most advisable to place William first in Germany, because I should feel better satisfied in seeing the people with whom he would reside in both places. A German is a secondary consideration, by learning it first he will sooner forget it than French, which will be the most recently impressed on his memory. He will commence his French lessons as soon as he can speak the German and understand it; and I wish to make his stay in Paris as short as possible. Left him on Tuesday last, and returned by way of Cologne, Aix La Chapelle, Liege, Brussels, Ghent, Bruges and Ostend, after visiting Waterloo. It is my intention to pay you a visit before I leave, which cannot be before the 15th of May, and we will then consult respecting a tour through that country, the ensuing year, during your long vacation. If I can afford it I will give you the opportunity, as it will not only be highly interesting, but beneficial to your health. By that time William will thoroughly understand French, English, and German, and he has a great anxiety to visit Switzerland. Some gentlemen are much in the habit of travelling on foot, particularly Englishmen. I came over with a young officer of the 85th, who travelled through Bavaria, Switzerland, and Italy, with two others, one a German; was absent three months and only expended £25, and a part of the way took diligence and visited theatres and public places. At the same time I found travelling quite as dear there or more so than in America. With a hope of hearing from you shortly

"I remain,

"Your affectionate father,

"W. HAMILTON MERRITT."

On his return to London his first business was with the Ministry, as will be seen by this note:

"WHITEHALL, May 17, 1842.

"SIR:—I am directed by Mr. W. E. Gladstone to acknowledge the receipt of your letter of yesterday, upon the subject of the proposed clause in the British Possessions Trade Bill, by which the free importation of certain articles for the use of the Fisheries is permitted.

"The Government is sensible that objections may lie against the system of exemptions, but as it has found them established in this instance in favor of a particular branch of industry, it does not feel itself justified in interfering with them. I am, sir,

"Your obedient servant,

"RAWSON W. RAWSON.

"W. HAMILTON MERRITT."

The following appeared in the *Journal* of the 14th of April, being in time to reach our subject before his mission was closed. To realize the gratification and encouragement this was likely to supply, we must consider Mr. Merritt was without a Government appointment. His appeals for adequate introduction, necessary to smooth the way for the self-appointed envoy, were but partially responded to, and serious discouragements thrown in his way during its progress:

"We have been favored with a communication from Mr. Merritt, now in London. This indefatigable friend of his country is at the present moment laboring hard at the seat of the Imperial Government for the welfare of Canada.

"Steady to the principles of reform and free trade, he is holding on the "even tenor of his way," and will, no doubt, persevere in his laudable undertakings so long as he continues in public life.

"The country in general, and St. Catharines in particular, are deeply indebted to his energy and legislative wisdom.

"It is devoutly to be wished that his valuable life may be spared to be an increasing blessing to the province, and that when his face shall be again turned towards his kindred and this western world he may be favored with gentle gales and propitious skies as the means of conducting him in safety to the scenes most dear to his heart."

He then immediately obtained the royal sanction to the Niagara District Bank Charter, but failed in the most important part, because a double responsibility had been inserted in their charter, viz., obtaining stockholders in the Bank. He also communicated with the leading capitalists with reference to the debentures, which he deposited with Glyn, Mills & Co., from whom he received authority to draw upon them for the amount, which answered as well as their actual sale in this case.

"No. 6 Bury Street, St. James, May 10, 1842.

"Gentlemen:—The Provincial Legislature of United Canada, during their last session, authorized the purchase of the private shares held in the Welland Canal Company by issuing debentures, payable in twenty years at the office of the Receiver General in Canada, at an interest of two per cent. for the first two years, three, four, five and six per cent. up to the sixth year, and thereafter at the same rate. The Recciver General will make these bonds out for any amount required, and remit the interest to any house in London at the usual rate of exchange. I am authorized to dispose of about £70,000 in these bonds.

"I will thank you to inform me if you will make an offer for these bonds, if not, what you think they would command in this market if a sale was forced of the same, and in what manner you would recommend them to be altered, and on what terms you would dispose of them when so altered.

"I am, gentlemen,
"Your obedient servant,
"W. H. M."

From the metropolis the proceeded to Cambridge, and the summer holidays permitting, proceeded with the author on an extended tour through Scotland, England, and Ireland. In Scotland they visited the Court of General Sessions, which took the place of the old Parliament, and heard the celebrated Dr. Chalmers deliver an able address on the Kirk Secession, afterwards the Free Church, which was then exciting the people of Scotland. After seeing Edinburgh and its ancient monuments they went by rail to Glasgow, where they visited the manufactories of that rising city, and from thence by steamboat to Belfast, and though late in May, in passing Dumbarton and the Highlands, they observed the hills covered with snow; also seeing Ailsa Craig and the many seaside beauties of North Britain.

As Americans, they were surprised at the long evening twilight, which always seems strange to the visitor from more Southern countries. They found Belfast a large and prosperous city, and whilst there they called on the friends of Mr. Boomer, before mentioned as connected with Mr. M.'s family; also, the Clarks, at Armagh. Wishing to see the inhabitants, of whom he had seen so much on the Canal, he visited a number of the cottagers, and took notes of their circumstances and position in life. Going southward they visited Drogheda, and travelled through the romantic and historic country of the Boyne, and finally reached Dublin after a very agreeable journey. They put up at an hotel in Sackville Street, and spent a few days in visiting the principal sights, including the old University of Trinity College, where many of his Canadian Irish friends had graduated; also, St. Patrick's Cathedral. They were very much pleased, and hospitably entertained, and on leaving by steamer for Liverpool were delighted with the sublime scenery of Dublin Bay and the Wicklow Mountains. Arriving in Liverpool, in time to take the mail steamship, "Great Britain," which was going to New York, leaving his son to return to Cambridge, he took passage home, and arrived safe in twenty days, which was considered a wonderful fast passage at the time.

On his arrival at New York, the first news he heard was of the death of his uncle and early patron, Nehemiah Merritt, Esq., of St. Johns, N. B. After a hasty interview with his New York friends who were interested in the financial object of his mission, he left at once for St. Johns.

During his absence another new Governor, Sir Charles Bagot, the fifth in as many years, had arrived in the country, followed by a special envoy, Lord Ashburton, who came to settle the Boundary question.

The Canal had opened on the 18th of April, and we notice that for the first time a steam vessel had passed through the Canal to Oswego, and one from St. Thomas to Montreal, although the Cornwall Canal was not yet quite completed. This was looked upon as a great feat and augured well for the future.

The death of his uncle was not the only sad event which awaited him, as he also heard that his venerable and respected father had also passed away at the ripe old age of eighty-two. Although in apparent good health when our subject left, yet, after a short illness he died on the 12th of May, highly esteemed by all, and deeply regretted. His memoirs were drawn up by Mr. George Coventry, and deposited with those of other early settlers in the archives of the Province.

As our subject was daily expected back from England, we find in the *Journal* of June 30 that steps were immediately taken and an influential committee of his fellow townsmen appointed for the purpose of making him a handsome present, as a mark of their appreciation of his conduct. And

although several of his political opponents industriously circulated the story that the affair was got up by his own family, it is needless to add that it was groundless, and in accordance with his fixed ideas on the duty of a public man, he firmly yet thankfully refused to be the recipient of any testimonial.

Immediately after his return home, there appeared a letter to George Adams, President of the Agricultural Society, in which he says:

"SIR:—From the distinguished situation which you have long held in this District, you appear to be the most direct and appropriate channel through which any communication to the public on any subject relating to that branch of industry can be made."

In this familiar corresponden ce he notices the various addresses to the Imperial Parliament for an adequate protection against foreign products, when ours are admitted without duty; and if we cannot, on these terms, sufficiently compete with foreigners, we have no right to complain. It is both unreasonable and unjust to require our fellow subjects in Britain to impose any duty on the articles they consume for our benefit. He then relates the history of the measure in an address to the Legislature, fifth March, 1834, p. 149 of this work.

He quotes the speech in the Imperial Parliament, bearing on the subject, by Sir Robert Peel, that Canada must be treated as an integral part of the British empire. That to accomplish this desirable object, they should remove all duties in Britain of the growth of Canada, and all duties on any article manufactured in Britain; and extend the coasting trade in the remotest part of Canada.

He advises patience with the Home Government desirous of imposing any duty on our products for the purpose of revenue: as the effect will be to give the Canadian grower the full benefit of the market of the mother country as well as our own.

If our readers can remember the remarks made on page 149, they will find how persistently he pursued this subject, and also see that during his late visit he pressed the subject on the Imperial Government in such a manner as to evoke from Sir R. Peel the remark, "that Canada must in effect be treated as though she was an integral part of the empire," as well a dispatch being received by the Governor, which stated "that if our Government would repeal all duties on British goods, and impose a reasonable duty on all foreign importations, that the products of Canada shall be allowed to enter the ports of Great Britain duty free." In commenting on this, his opponent, the Niagara *Chronicle* says: "For this happy result we are to a considerable extent indebted to the exertions in England of Mr. W. H. Merritt." The text of the Colonial Customs bill was published on the 21st of July, as follows: Wheat from the States was admitted free to Canada,

and Canadian flour was reduced to two shillings only in England. So that the balance saved to this country was about $4,000,000 per annum, and continued with increasing prosperity to Canada for nearly five years, until England opened her markets direct to the United States.

During the absence of Mr. M. in England a dispatch was received from the home Government by Sir C. Bagot, repudiating the principle of appropriating any of the public funds for building roads and bridges. The political opponents of our subject charged him with being concerned in this matter, which he most indignantly denied, directly or indirectly, affirming that in his correspondence with Lord Stanley, or other ministers, he never expressed an opinion on the subject, or that it was ever even alluded to.

Previous to the calling of the Legislature, on the 8th of September, some changes were made in the Government, and amongst them was the appointment of Mr. F. Hincks as Inspector General. This gentlemen had previously successfully filled the situation of political editor to the *Examiner* newspaper, and had gained such popularity that he virtually stepped from the sanctum to the Council.

"J. S. Cartwright, to whom the position of Solicitor General for Canada West has just been offered by His Excellency, has declined accepting it.

"In answer to his question whether Mr. Hincks was to be made Inspector General and have a seat in the Council, the Governor General replied in the affirmative."—*Journal*, June 9.

After a short breathing time he was again in harness, and his first duty was to look at his old friend, the Canal, up which he accompanied Mr. Killaly. During his absence 25,000 emigrants, principally from Ireland, had arrived in Canada, and a goodly number of these found employment upon the works on the Canal. The old faction fights were renewed again in the new country, and the glories of Cork and Connaught were as loudly vaunted around the shanty fires as they ever had been in the Peninsula under Wellington in past years. Broken heads and sometimes worse was often the order of the day, and it became a serious matter to the contractors and others to devise means whereby this continual turmoil could be stopped. Whiskey, of course, was the primary cause. The idea suggested and carried out by our subject, was that of separating the "rival clansmen" and placing them at different divisions on the route. This, although in the main successful, did not always fully accomplish a cure, as the vivacity of the Hibernians was often raised to such a pitch that they either fought for the fun of thing, or, to use an Irish expression, "were growing rusty for a batin'."

On the 1st of August, going to Toronto, he visited the new Governor, by whom he was well received. From Toronto he went westward, visiting his sister, Mrs. Ingersoll, and others, around Oxford, returning by Paris, Dundas, Flamborough, and other adjacent places, calling on many of his old acquaintances on the route.

Again, on his arrival home, he was met by a number of visitors from the States who came to see the Canal. To these he acted the part of a cicerone, showing them all the objects worthy of note on the Canal and in the vicinity.

This season was remarkable for very riotous conduct on the part of the laborers on the Canal enlargement. So serious did the matter become that the well-disposed people of St. Catharines came forward in large numbers to be sworn in as special constables for the preservation of the peace. On the assembling of the Board of Magistrates a number of resolutions were passed, giving sufficient power to the people to suppress any demonstration of a riotous tendency.

The following statement, in our subject's own hand writing, dated St. Catharines, August 17, was presented to His Excellency:

"In consequence of public works being generally advertised, information has been published that the works on the canal were to be proceeded with immediately. In the early part of the season a number of canallers assembled along the line. By the 1st of July it became evident that greater numbers had arrived than could be employed on the work. It would be necessary to employ military to prevent any serious breaches of the peace. Accordingly on the 5th applications were made by the Warden, David Thorburn, to His Excellency, to station some of the military on the line, and to send a few stands of arms for the militia. A reply was received on the 15th, from the Secretary, Murdock, refusing the application. In the early part of August the numbers had increased from 1,500 to 2,000 men. Arrangements had been matured by this time to employ a part of those who had the largest families, amounting to about 500 or 600. These were attacked by the unemployed, and forced to desist. Under these circumstances the magistrates met and renewed the application for the assistance of military to the Colonel commanding at Niagara, but with the same results. To-day the canallers assembled, and had broken into the contractors' stores, taking off flour and pork. This was succeeded by the breaking in and robbing of mills at St. Catharines."

Peace was restored by the united action of the citizens and magistrates. All opposition in the society being merged in the presence of a common danger. Mr. Rykert and our subject, the former presiding, in the meeting of magistrates. Special constables were sworn in, armed and organized to preserve the peace.

On the 18th of August he left for Kingston, where we think he remained until the opening of the House on the 8th of September.

Sept. 8th, House met. 14th—A want of confidence is moved by Mr. Baldwin. There was a Lower Canada advocate who led the Lower Canadian wing, with whom Mr. Baldwin appears to have had a treaty offensive and defensive regarding the official appointments The speech was agreed in by all but five, and the business of the country proceeded.

26th.—The debate on a duty on States wheat was carried on—Mr. Hincks and our subject on opposite sides.

On the 8th October appears the report of the Special Committee to

which was referred the petition of the North American Colonial Society in London—of the Municipal Council District of Niagara, and the several dispatches on importation of wheat and flour—five resolutions accompanied.

"That the desirable object of Canada being treated as though she were an integral part of the empire, can only be obtained by removing all duties from its products.

"The Legislative Assembly will take the earliest opportunity as soon as the finances of the Province will admit of recommending the removal of all duties on the manufactures of the Mother Country.

"That they have every confidence, when the leading public works are finished, that the revenue from foreign commerce and tolls will enable the Provincial Government to recommend this.

"WM. H. MERRITT, Chairman."

With this end in view, and for economy, he brings in a motion for the exhibition of the public accounts, with what immediate success the present answer from the leader of the Government will show.

"DUFFIELD, Oct. 11th, 1842.

MY DEAR SIR:—You have a motion standing over from yesterday respecting the public accounts, which I trust you will consent to let it lie over until next session. I have not had time to look over the motion which, from its variety of details, it would be embarrassing to give an opinion on without much more time for consideration than can now be applied to it. I trust I need not assure you that the present administration have every desire to place the accounts of the public income and expenditure before the country in that shape best adapted to afford the fullest informati on these important subjects. Neither need I assure you of our desire to meet every suggestion coming from you as one coming from a friend. We at the same time are not prepared just now to assent to your motion, though we will give it every consideration during the recess with a view to act upon your suggestions as far as practicable. Believe me, yours truly,

ROBERT BALDWIN.

As, we infer, the result of his interview with the Colonial Secretary when in London, a despatch was received from the Imperial Government during the interim, stating that if the Colonial Legislature wished to have free trade with Britain they would coincide with the proposal. On the debate which arose upon this important question it is remarkable that the men who in reality represented the early settlers of both Upper and Lower Canada were in favor of the measure, while its chief opponents were those who had not been many years settled in the country. The result was that owing to the strange composition of the House, this measure, so vital to the interest of this new and productive country, which would have made Canada the envy of its neighbors, was put off until the next session. Very little work was done afterwards, and the House closed on the 12th of October.

The Board of Works, established by S. P. Thompson, had effected numer ous improvements, which were highly gratifying to our subject, particularly those on the Ottawa for facilitating the transport of timber.

The principal act of the previous short session had been the report of the Committee on free trade with England, of which our subject was Chairman. It appeared to tend to draw closer the connection of natural interest between the Colony and the Mother Country, and on which a lengthy speech is reported.

Mr. Merritt had entered into the system of party government, like everything else, with great energy, offering the interest of his seat to the Premier.

After the close of the House he proceeded to Montreal on public business, and returned home on the 4th of November. Taking the opportunity of personally inspecting the works for the improvement of the St. Lawrence River, passing in an open boat, (an account of which is mysteriously alluded to) determined the feasibility of the lost channel. Its success was heralded in the other communication.

"CORNWALL, November 9th, 1842.

"DEAR SIR:—I was much disappointed when I learned that you had passed through Cornwall on your return home from your late tour to Beauharnois, without affording me an opportunity to see you, particularly as you gave me to understand that you would make a stop here of at least a few hours.

"To my disappointment, I have now to add my surprise and extreme regret that at your suggestion in accompanying you to Hungry Bay, I have effected nothing but a confirmation of a desire on my part, which some imputed to me at Kingston, during the late session of Parliament, to annoy and oppose the Board of Works. Mr. John S. Macdonald, the Member from Glengarry, informed me some five or six days ago that you had expressed yourself to Mr. Moffat, in Montreal, quite satisfied from your recent examination that the Channel at Hungry Bay *was* all that you could wish it to be, but that you dared not give expression to that opinion at the time of making the examination for fear of being thrown overboard from the boat in which we crossed. This language is so unlike what I have always seen in you, and what I would still expect, that I am slow to believe it; yet at the same time I cannot refrain from remarking that after consulting me *confidentially as you did* on more occasions than one whilst at Kingston on this subject, I thought I had convinced you of sincerity at least in the statements which I made, however far my judgment may have differed from yours in the matter.

"Then again your opinion, as given quite freely, both on Clark's Island and again at McPherson's Point, in reference to the shoals and badness of the Channel was as strong and pointed as any opinion that I have or shall advance for this reason. I must repeat my disbelief that you could have made the alleged statements to Mr. Moffat, although Mr. McDonald says he had it from Mr. Killaly as coming from Mr. Moffat.

"If what you said to me whilst in the boat was through fear of being ill-treated by me or those who accompanied us (which I cannot for a moment believe), why not on the first opportunity that offered after the danger was past, communicate to me your real opinion, for which I have always had the highest respect, particularly on *canalling*. But you will, I feel persuaded, attribute to proper motives the feelings which dictated the addressing to you this letter, and under the circumstances I think you will allow was not uncalled for.

"If I have misunderstood you in what you said in reference to the Chan-

nel under consideration, and if my statements made to you confidentially as well as in my evidence before the Committee are not borne out, I hope you will do me the justice to inform me where the discrepany *lies*.

"I remain, dear sir, your very obedient servant, S. Y. CHESLEY."

"KINGSTON, 30th Nov.

"MY DEAR SIR:—I have the pleasure to announce to you that the *Highlander* arrived here yesterday. She ran the rapids in great style. She leaves to-morrow, and will run clear down to the Coteau. Have you seen *Nilson's Gazette?* He has a very long article for an American paper as to the absurdity of our finishing and enlarging the St. Lawrence navigation. "It weighs much with many." You ought to take the subject up; it is altogether against your doctrine. Aylwin was just now talking of it, and says it has made a great impression. Faithfully yours, in haste,

"H. H.KILLALY."

An anonymous letter of 9th December, from whom it is easy to imagine, and whose arguments it is unnecessary to recapitulate, to Hon. J. Nelson, M. P. P., combats the objections to improving the St. Lawrence, as stated in the States paper alluded to.

As Mr. Merritt's legislative engagements did not prevent his being at home on the holidays, we here make an extract from Mr. Merritt's Journal:

"20th Dec.—Thomas has been assisting to decorate our church for Christmas. Mr. Murray, the English Episcopal clergyman, of Lewiston, and daughter, spent the week with us.

"I was very busy all the week making preparations for Christmas. The church was very full, Christmas coming on Sunday. Mr. A. gave us a good discourse, as he always does on this occasion. When the church was half over, who should come in but grandma, with my own mother. When leading her forward, how often have I thought very likely it was the last time.

"Monday, 26th.—The family and connections dined with us. When the cloth was removed, H. proposed the memory of him who was with us last Christmas, our father and friend.

"27th.—Had a sleigh-ride to the Falls, with 17 in company. As usual with so large a party, there was some not paired to suit. T. took in his carriage S. Ingersoll, and G. A. Alex. Strachan and Miss A. Hopes Mr. Kissock and T. Keefer took no offence at the refusing to let Miss A. go, and at the last permitting it. Rendezvoused at the Pavillion. We promenaded, chatted, and partook of sandwiches, cake and wine, while Miss A. of our party alternately with a lady there, played on the piano. Leaving the young people enjoying a dance, we returned by Thorold, where we saw the men at work—they reside in shanties, along the side of the mountain."

On the 16th, in company with Mr. Killaly, he again inspected the works, which were now going on with a large force of men busily engaged.

The year had been a remarkable one for having an abundant harvest throughout the world, and produce of every description was very low in price, yet the great public works going on in Canada proved a boon to the farmers, as they found a home market for all their surplus products. Yet our subject was a loser, from being security to the milling business before alluded to, and in which he was a silent partner.

1843.

In January the pleasing intelligence arrived from England that the debentures which our subject had left with Messrs. Bousanquet were sold, with all expenses, at one per cent. under par. We doubt if an event like this has since occurred in the English money market. ?

On the 27th of February another new Governor, Sir Thomas Metcalf, arrived. Although we believe he was a sincerely good man, yet we think, his long residence of thirty-four years in the East Indies and three years in Jamaica were not the schools to either fit him physically or mentally to manage parties in Canada.

We copy the following brief notices from the English *Colonial Gazette*, of January 23rd, respecting Lord Metcalf's appointment:

"Sir C. Metcalf has neither the aristocratic connections, nor the party claims, nor the parliamentary influence, which are commonly the title to offices conferring the viceregal power and dignity. Party exigencies and the agreeable exercise of patronage, are equally set at nought in favor of peace and good government for a distant province."

And concludes a list of goodqualities by saying that "he possesses a love of justice, soundness of judgment, and unswerving firmness, when his miud is made up."

In the House of Commons, March 16, during the debate upon the Queen's speech, Lord Stanley said:

"And I do not hesitate to say that, highly as I value Canada, and important as I think it for this country, that she should have the control of these great colonies in North American. Yet from the day that we shall cease to hold Canada by the affection and good will of the greater part of the inhabitants, I sh.ll cease to desire to maintain it."

In the same debate, Lord Russell goes farther, and speaks as follows:

"My opinion is, that your hold upon Canada ought, in the first instance; to depend upon your giving to them a constitutional government, by which the interests and affections of the people of Canada may be so regulated as to prevent the probability of any wish arising on their part to separate from this country."

But, to become better acquainted with the people and the country, a long recess was maintained before he called his Parliament to assemble, and we believe him to have been active in his endeavours to conduct his government by giving an equal representation to the nationalities of which Canada is composed.

On the 21st of March Mr. Merritt suffered another affliction in the death of his mother, aged 82, to whom much was due for bringing up a large family in a new and almost unsettled land, and instilling her children with proper notions of duty to their Creator and country. She was a great favorite with the rest of her husband's family, and, as a mark of esteem her brother-in-law, Nehemiah, had previous to his death left a bequest of

£500 for a monument in which her name as well as her husband's was to be commemorated. The stone on which the inscription is recorded was brought from the old family homestead in Westchester, N. Y., and now forms the tablet in the front of the tower of the Episcopal Church in St. Catharines. This church had been finished just before the occupancy of Mr. Atkinson, under whose able and consistent administration the congregation had largely increased, rendering an addition to the building necessary; and our subject, on whom the execution of this trust rested, devoted it to the purpose of this enlargement.

On the approach of fine weather new surveys were made for the extension of the St. Lawrence Canals to Montreal, and the route of the Beauharnois section was decided to be on the south side of the St. Lawrence, which, for political purposes, was a wise decision, having in view the ultimate connexion of the maritime provinces in a straight line from the upper country, thereby uniting all the British-American people, an act which subsequent events have borne out to be the best and wisest for this country.

The new works on the Canal, although pushed forward with great vigor, did not materially interfere with the traffic, as the route by Port Maitland was extensively used, and we find that during this year a number of Swedish, Norwegian, and German emigrants passed through the Canal *en route* for the far West, being the pioneers to those populous and thriving districts which now occupy the then almost unknown lands of Wisconsin and Illinois.

Mr. Merritt arrived home from Kingston, on the 26th May, where he had an interview with the Governor and Board of Works, and entered immediately into the consideration of his own affairs in connection with the mill. This with Mr. M. had great responsibility—£25,000 to the Montreal firm for stocking the mill. And he writes to his son to this effect:

"Mrs. M. says: 7th—H. to Toronto on mill business. 12th—Returned from Street's on business. Mr. Merritt and John Mittleberger are engaged talking; I wonder what the use can be after the injury is done? Mr. Merritt returned from Toronto, where he had been thirteen days. With son Thomas to Uncle William Merritt's. They told us the report there and at Lewiston was that W. H. Merritt and Geo. Adams had 'broke all to smash.'"

About midsummer he received a communication from the Government in reference to the establishment of a Provincial Lunatic Asylum, wherein he was deputed to make extensive inquiries, and collect information in the United States in reference to the subject. He visited New York, Boston, Utica and various other places; and in Utica gleaned a large amount of information from his friend, Doctor Brigham, who had charge of the Asylum there. From the experience gained, he prepared an able report, and transmitted the same to the Provincial Secretary.

During this journey of inspection he was accompanied by Mrs. Merritt, from whose journal we copy:

"We arose Monday, 16th July, at 4 o'clock, and took a cup of coffee; and with son Thomas for driver, arrived at Niagara at 8, in time for steamer *Queen*, to Toronto. There was smooth water, and a little rain fell during the sail. Passed the *Chief Justice* and *St. Lawrence*. Conversed with Mrs. Gillespie, of Galt, and with her three children; she is very chatty and pleasant. Toronto at 12; stopped at North American Hotel; drove to Professor Potter's, when, after an hour, came back by College Avenue and Mr. Grassett's, and back in time for tea, and drove to steamer *St. Lawrence* at 8; crossed to Oswego; went on board a canal boat at 7, sat on deck till 9, when we got lodged three tier high; up and dressed at 2. At Syracuse took another canal packet to Chittenango landing, where we drove to Mrs. Yates', who received us with great demonstration, shewing us through the grounds, flowers, plants, greenhouse, all surrounded by a well-cut hedge. After tea Mrs. Y. escorted us to station. Utica at half-past 9; stayed two days at our friend's house. Started for New York by Albany, arrived at 8 o'clock 24th July; put up at the Astor House. After seeing the sights, went to visit Col. Arnold, at Perth Amboy. 1st of August found us at Boston, per steamboat down Long Island Sound, and railroad; thence we returned to Utica, where we visited the Asylum, reaching home 18th August, after a month's travel.

Soon afterwards he was notified by the Secretary that the Governor-General intended to make a tour to the western section of the Province, and would call at St. Catharines to see the Canal, for which he caused ample preparations to be made for his reception. The Governor arrived on the 19th September, by coach from Hamilton, provided by Mr. D. P. Haynes. He was received by a deputation at the St. Catharines House, and after breakfast was escorted up the canal—a rather difficult route to travel, in consequence of the enlargement going on. Mr. Merritt however guided the party in safety. Leaving the canal, he then took his departure for the Falls; and after a short stay, left for Kingston, the then Provincial capitol.

As was usual at this season, a number of distinguished strangers visite the Falls; among them was Professor Potter, of London University, now of King's College, Toronto, and his lady, grand-daughter of Mr. Nelles. Mrs. Merritt's Journal of 24th says:

"Prof. and Mrs. Potter came on Friday, from the Falls. We talked of Cambridge, they both having resided there. Mrs. P. pointed to many well-known places in the views of Cambridge. After dinner our man took them on to Grimsby, to visit Mrs. Potter's relations."

On the 28th of September the House met, and a committee was appointed to consider the question of colonial free trade. Our subject was on this committee, and was earnestly in favor of the object, as he believed that a free intercourse in all commercial transactions between the different colonies would materially tend to their consolidation, but although various suggestions were offered, nothing was done at this time.

Among the numerous correspondents, there are members of Parliament in and out of the Government with letters to his family. Some of them, are here inserted.

In writing to his son William he urgently impresses upon him the necessity of making himself proficient in the French language, as the political appearance of the time pointed to a permanent Parliament in Montreal, and the general use of both the English and French languages therein. He also says that so far, the Government has been conducted upon his favorite theory, viz., responsibility to the people governed, from which system he seems to have had the greatest expectations.

"HOUSE OF ASSEMBLY, Oct. 7, 1843.

"MY DEAR SON:—Yours of the 18th of August, from Zurich, was received by the last packet—this goes by the "Acadia," which leaves on the 15th. Your mother copied your letter and sent it to me. She leaves for Mayville to-morrow, with all your letters, views, books, &c., which, with those of your brother, will be a rich treat to your remaining grand-parents.

"If your brother's health is restored by travelling, we will rejoice, and, I trust, feel grateful. Having written so fully in my last letter, I will confine myself to giving you a brief narrative of passing events here.

"The Government is conducted on my favorite theory—responsibility to the people governed. The Welland and St. Lawrence Canals will be finished on your return, the resources of the country fully developed, the commerce with the mother country placed on a perfect system, by the removal of duties on the commodities of each when entering the other, and I trust the prosperity of your native country established on a permanent basis. The seat of Government will be removed to Montreal. The question is to be left to the decision of the Legislature, and a majority will be against Upper Canada that was, hence the importance of your being enabled to speak in French; if you succeed in speaking with facility, it will, in case you become a public man, be of great advantage, and give you a decided preference over your fellows. The session is expected to last some three months, and I hope to hear from you again while here, in answer to this.

"The Jury Law, Division Courts, Municipal Councils, Education Bill, and many other acts, will be repealed and amended; and I hope to live to see the day when you will bring in a general system, or code of laws, adapted to Canada, on some uniform system. At present we have two sets, the civil law for Lower, and common, for Upper Canada. I dare say Mr. Papineau can and will point out the alterations made in France since their adoption in Canada some centuries ago, and I should like to hear if he thinks those alterations important, or a better system than the existing one in Lower Canada. The State of Louisiana has a code peculiar to itself, originating with Mr. Livingston, and very highly spoken of by Lord Durham.

"Your affectionate father,

"W. HAMILTON MERRITT."

A large portion of our subject's time was occupied in corresponding with his friends in all parts. He wrote and received long letters from his son William, who was pursuing his studies at Bonn. The subject of a new code of laws for Canada was earnestly discussed, and the possibility of introducing into the country the simple and inexpensive Code Napoleon hinted at, as one of the means which might advance and consolidate the distant parts of the country. He earnestly urges his sons to closely attend to their studies,

as the prospect of their becoming useful in their native land would require the earnest thoughts of able men and involves ideas on all subjects which would be beneficial to the country, and help to increase its greatness.

"HOUSE OF ASSEMBLY, Nov. 11, 1843.

"MY DEAR SON :—The Government messenger leaves in the morning for Boston, and I have taken up a few moments while sitting on a committee to investigate the manner of disposing of Indian lands, to give you a short sketch of passing occurrences. Messrs. Dunn, Harrison, Morin, Thompson, Thorburn and myself compose the committee. James Little, Esq., Capts. Kerr and Jarvis, with many others, all of whom are known to you, are here as evidence. Messrs. Dunn and Thompson are furious, and while they are debating, I am scribbling. An address to the Queen, praying for a removal of the seat of Government to Montreal, goes to England by this packet. Should the petition be granted, and you become a legislator, your French will combine utility with accomplishment. A bill has been introduced altering the Municipal Councils Act, the School Act, the Excise and Duties, Jurisprudence of Lower Canada, Jury Bill, amending Niagara District Bank Charter, which we hope to get into operation, and I trust that you may at some future day become its solicitor.

Our present Governor General is popular, and a good man. I hope you have seen his letter to the British Ambassador, which I enclosed to D. Daly, Banker, Paris. It will give you an opportunity of seeing state grandeur, or the splendor with which our diplomacy is surrounded in Europe, to talk about hereafter. It is all the good it will do. I will send you a paper containing the debates on the seat of Government by this packet. The members of the Upper House, or a part of them, left in dudgeon. Mr. Harrison, Secretary West, has resigned, and loses a salary of £1,200 per year. We have a bill to amend the act for granting debentures to the private shareholders in the Welland Canal Company, which I hope will become a law. If so, it may take me over the Atlantic once more. Another month will decide. I will write you the result in due time. We are about applying for a port of entry and a warehousing port, which will add very considerably to your small estate in St. Catharines. The Welland and St. Lawrence Canals are getting on well. Within two years all our communications will be opened.

"If you recollect, at the last election I assured my constituents that the British Government intended to carry out the system of responsibility to the people governed, and assigned the reason why; also, that the first fruits of the union would be opening all our communications to the ocean, and, thirdly, that the agricultural interests would be promoted. It so happens that my predictions have been carried out to the very letter. Although we owe much to Lord Sydenham, he never intended to concede responsible government. During the first session in 1841, if you recollect, the House passed a series of resolutions, declaring that hereafter the practical operation of our Provincial Government should be assimilated as nearly as possible to the constitution of the mother country, and the Executive Council should command the confidence of the House of Assembly. Sir Charles Bagot came out, determined not to adhere to that principle, but in the first session of 1842 was compelled to adopt it, and call Messrs. Lafontaine, Baldwin, and Morin, to his Council, or dissolve the House of Assembly. Sir Charles

Metcalfe came out, under the same impression, but has no alternative. Our Council is therefore composed of Baldwin, Dunn, and Daly, in addition to those before named. Harrison having resigned, that office is abolished. The completion of the Canals is also secured, and the trouble I took to impress on the mind of Lord Stanley the importance of admitting our produce into the ports of Great Britain without duty, has been fully compensated. Copies of those letters have been published and most extensively circulated in this Province, and admitted by all to contain sound principles and useful information. It is gratifying to find so much has been done in so short a time; but much more requires to be accomplished. Our system of judicature is expensive. Our municipal institutions do not yet work well, in consequence of attempting to create two opposing powers in the same district, the one, the magistrates appointed by the Executive Government, and the councillors, elected by the people.

"Your affectionate father,

"W. HAMILTON MERRITT."

During the session he strongly advocated that the proceeds derived from the sale of Indian lands should be set apart solely for the use of the aborigines, and when on the committee for this purpose he earnestly insisted on the same course being pursued towards these people.

One of the acts of the new Parliament was the establishment of our Common School system, which was placed under the charge of the Rev. E. Ryerson.

The system so far has proved in many respects unsatisfactory, owing to religious controversy producing seperate schools. A very expensive system of management, besides creating the fallacious idea that as men progressed in wealth they should still, among other communistic doctrines, compel the State to pay for the education of their children, instead of doing it themselves.

Mr. Merritt made a lengthy speech on the removal of the seat of Government, taking the opportunity of going over the whole history. His "attention to the subject of the Union was first directed, from contrasting the relative prosperity of the adjacent State of New York as early as 1822, since which no opportunity tending to bring it about had been neglected. It was with the view of having a seaport for his Province of Upper Canada that, before a committee of the House of Commons in England, six years after, the annexation of Montreal was advocated. He addressed this letter to the Colonial Secretary, Sir George Murray:

'At present a majority of the inhabitants of both Upper and Lower Canada are averse to the Union; the former for fear of being controlled by the French. * * * On the other hand, by the annexation of a seaport to Upper Canada and the improvement of the St. Lawrence, commerce will be extended, population doubled, the value of property increased, so that both would soon realize the wisdom of the measure, and not only become reconciled to it, but solicit a reunion.'

After reading the foregoing, Mr. Merritt continued:

"Three of the most distinguished members of this House, including the honorable the Speaker, were then in London; and although the measure was opposed, the object has since been effected to the fullest extent. The first fruits of the session (and he hoped we should never forget that we were indebted to their Lower Canada friends for it,) was to secure a passage to the ocean. Up to the present moment the union had been gaining ground. This had been brought about with the seat of Government in Upper Canada. Why, then, by attempting a change, endanger it?"

At the termination of the session a break-up occurred in the ministry in consequence of which the House was hastily adjourned.

A new ministry being in progress of formation, the office of Receiver General was offered to Mr. Merritt, but believing that in his present position as committed to the Baldwin-Lafontaine ministry, and as expecting to be Inspector of the Canals, he could be of more use to the country, he declined the honor, although strongly pressed by Mr. Harrison to accept it, this gentleman refusing to rejoin the Cabinet unless our subject came in also.

He writes from the House of Assembly, Kingston, Dec. 1st:

"My Dear C———: We are all in confusion here, the result of which you will hear in a day or two. I have quite recovered; (a previous letter notices his being indisposed;) but will not return before the holidays, even were the House adjourned. W. H. M."

From the same place, Dec. 7:—"From present appearances the House will be prorogued this week." With some notices of their legislation in the interests of the canal stockholders, enclosing remittances, he adds: "Give our friends the usual Christmas dinner, whether I am with you or not. W. H. M."

The seat of Government debate was succeeded by the resignation of the Ministry. This news was conveyed in a postscript to the *Journal* of Nov. 30th: "We have received a letter from Mr. M. confirming the resignation of all the Cabinet except Mr. Daly." A subsequent number contains an article fromthe pen of Mr. Wakefield, from which we copy the following:

"The union of the two Canadas has brought under the control of one Legislature two nations so to speak, which widely differ in origin, language, laws, customs, and habits of thought. Legislation must be carried on in a federal principle. Of this the late Canadian Ministry appears never to have had any clear view, or even a glimpse. They had the inconceivable folly to depend upon the Lower Canada majority as a means of carrying through Parliament measures for Upper Canada—the Assessment Bill of Upper Canada and the University Bill. This letter was Mr. Baldwin's own, and a great favorite. He would probably have been compelled to withdraw it on the Monday after the Sunday on which he resigned."

After imputing this act to the personal vanity of the Minister, he continues.

"I cannot doubt, however, that Messrs. Baldwin and Lafontaine had arranged to get upon bad terms with the Governor some time before this. No Governor of a colony, most assuredly, ever carried out the principles of

responsible government so far as Sir Charles has done in Canada, nor was ever before in any colony a provincial administration which, while they possessed on the one hand the confidence of the representative body, enjoyed on the other so much executive power—had their own way so entirely in their capacity of ministers, as the said L. and B. Administration. Yet it appears, by all accounts that the two leaders were not content with such unusual power, but also wanted to play the part of mastiffs over the Governor, representing Sir Charles as an old Indian, disliking free institutions, closing with the incompetency of its leaders the true cause of the downfall of the government."

But what the public and consequently the papers did not know, was that overtures had been made to Mr. Merritt to enter the government. His Excellency's long experience in the administration of government over diverse nationalities induced him to perceive there was a people in this country whom it would be politic as well as just, to have represented. He would have a national, not a Hincks-Wakefield any more than a Baldwin-Lafontaine Cabinet.

And it was a reasonable inference that the one who had made the first communication to render profitable that interchange through the colony to the Mother Country was the one to complete it; and we think this feeling was participated in by the inhabitants, as well as His Excellency and the ministry at home. But the inherent evils of our constitution favoring monopoly, and putting party above country, rendered it abortive.

Viewing the want of co-operation among his Reform associates in his scheme for retrenchment, which he had experienced, his confidence in the necessity of party must have been strong to refuse such an appeal as this:

"KINGSTON, Jan. 5, 1844.

"MY DEAR SIR:—It is with great regret that I have perused yours of the 30th ult. You must be sensible that however strong my desire to be a party to a reform of that durable and substantial character of which we spoke, without some one who understands the subject well, and has skill to develop and energy to pursue it, there is no chance of my ever being able to bring it about. I know no one who to the necessary qualities adds the necessary knowledge but yourself, and I should regret more than I can express the want of your assistance in this matter. Never was there an occasion more favorable than the present, or more deserving the ambition of a well-wisher of his country. We are now, I think, safe in Eastern Canada —at least, so I am led to believe, not merely by persons here, but by those from whom I hear in Montreal and Quebec. With *your aid* and that of those others on whom you are aware I rely, it does appear to me we can command a successful issue, and this I say notwithstanding some threatenings in the political atmosphere about Toronto.

"I hope to be in Toronto for two or three days about the 14th or 15th inst. Pray write to me there, and say that you will not desert the good cause.

"Yours faithfully,

"W. HAMILTON MERRITT." "W. H. DRAPER.

Added to this he was appealed to in a long communication from his countryman, E. Ryerson, which being marked "private and confidential" prevents our giving it in full.

Though not enabled to accept of office, he pleads for the continuance of his old associate in the canal, now a quarter of a century in the Receiver-General's office. The following is the reply:

"GOVERNMENT HOUSE, Dec. 30, 1843.

"MY DEAR SIR:—I had not the pleasure of receiving your note on the subject of the Receiver General's office until temporary arrangements had been made for relieving Mr. Dunn, (hastened at his own request), until a permanent successor can be appointed. The Governor-General, however, desires me to offer you his thanks for the suggestion, hoping that your apprehension for the effect that the change might have on the credit of the Province may prove groundless. I trust we shall soon see you back again, and I am, my dear sir, Yours very truly,

"W. HAMILTON MERRITT." "J. HIGGINSON.

The *Journal* of December 28, 1843, closes the proprietorship of Mr. Leavenworth for Mr. J. Holmes. A valedictory of a column contains the following: "Nearly seventeen years have we toiled to cater for the public taste." What that catering should be he defines. "Canada is now in a condition to act a prominent part in North America. Nations, like individuals, must be the architects of their own fortunes, and colonies, rising into kingdoms and empires, cannot attain the highest point which civilization can reach without a strict regard to the principles of justice, the cultivation of the moral virtues, and a watchful jealousy of public liberty."

A new engineer, Mr. Power, was appointed on the Canal, and on the return of our subject he accompanied this gentleman over the entire route.

The organ of each party was now started. The *Native Canadian*, edited by Major Richardson, says, it is to be issued in January, 1844, advocating the invaded rights and privileges of the native inhabitants of the country. The *Pilot* in Montreal, by Francis Hincks; and the *Globe*, in Toronto, by George Brown, appeared in the Spring, and far outstretched, especially the latter, all competitors.

A dispatch was received by D. B. Viger, the new President of the Council, on December 15, ordering the release of five Canadians, who had been transported to New South Wales for political offences.

1844.

Although busily engaged in his temporal matters, we find that he was not forgetful of other and more important affairs, hence we see that at this time he takes an active part in the deliberations of a missionary meeting which was held here. A very good speech delivered by him on the occasion is fully reported, wherein he expresses a spirit of thankfulness and a hopeful view of our social and political positions, drawing some fine comparisons between the present and the past.

"My Friends—I am sure you all feel with me deeply grateful in being permitted to assemble once more to commemorate the anniversary of this most useful and interesting society.

"Every succeeding year more clearly and more fully developes the object which this, as well as all other similar institutions, are designed to accomplish.

"Even the most absurd ideas, which the ordinary mind, that only looks at the surface, supposes to be retarding, is tending to accelerate the event.

"The old prediction that this world would be annihilated has been again revived during the past year, and many have gone so far as to predict the very day. This is not singular; many wiser and better men in all ages have fallen into the same error. From my earliest childhood my mind has been firmly impressed with the belief that instead of this world being destroyed, that its inhabitants were destined at some period to realize the blessings promised by the Almighty and enjoy a perfect millenium.

"I cannot refrain from availing myself of this opportunity to endeavor to impress on the minds of mothers the great importance of directing the early attention of their offspring to reading the Bible, and explain those principles which every intelligent mind should fully comprehend. One pious mother will do more good in her generation than a score of fathers in hastening this event. Make a child once believe that peace must reign on earth—that man will regard his fellow man as his brother—and you arm that child through life against error. When he hears a fellow-man predict the end of time, or witnesses signs and wonders in the heavens or convulsions of nature, his mind is not disturbed—he has not yet witnessed the millenium. When he hears a minister of that religion which is founded on love and peace to all mankind, rail against his fellow-man, or any other sect or society whatever, he will fall back and still hear the voice of that pious mother, and say to himself, that man does not believe in the millenium.

"Have we positive evidence that this time is approaching? Since my arrival to the age of manhood every observation made on men and passing events tends the more firmly to convince my reason of the certainty of this prediction being fulfilled. Aye, I can trace it step by step in small matters as well as great matters—from my earliest recollection in this very neighborhood.

"What was the state of society among us forty years since? At every bee, every militia training, even at our dances, swearing, cursing, quarrelling, fighting, biting, and even gouging, was of common occurrence. It was sanctioned by the public opinion of the day. Let me ask you if such revolting scenes would be tolerated by public opinion now. Let us extend our views. Look into the past history of Europe, the original formation of governments, their gradual improvement from tyranny—when men were made the willing instruments of men—to constitutional freedom, where the tyranny of no man can exist. How long is it since governments waged war, one with another, on the most frivolous occasions, taxing their subjects, desolating countries, and inflicting scenes of misery on the human race, the bare idea of which makes the stoutest heart shudder. Look at the present day. The most important matters are settled in those very governments by reference to other powers—simply by arbitration, in the same manner that every right-minded man should settle his differences with his neighbor, instead of forcing him into law.

"I mention those facts to prove that civilization has during my short

life advanced with rapid strides, and this civilization will bring about the millenium.

"Let us now examine what visible means are in operation to ensure this desirable event. Every element is at work, all apparently separate and distinct, but all combining to produce and ensure the object. The most prominent is education. Without general intelligence it is impossible to comprehend those great objects which will best promote our individual interest. Next is temperance. Experience has proved that this Society has done more to promote virtue and lessen vice since its establishment than any other association of men. Every religious society of every name and creed, Bible societies, missionary societies, abolition of slavery, legislation, arts, science, commerce, all, in their own particular sphere, diffuse intelligence, enlarge the mind, and hasten this event. There is another and all powerful element at work, which has during the past year attained a degree of importance, and is likely to produce results that few of us can comprehend. I allude to the principle of free trade. We see in a recent article in the *Times* that £50,000 per year is subscribed to advocate the anti-corn law league; that one, two, three, four, and five hundred pounds sterling is paid by individuals. Their ostensible object is to remove the duty on human food; but their onward course will not stop there. It will extend to every article consumed by man, and what must be the result. Deprive governments of the revenue they derive from indirect taxation, and standing armies will disappear. Nation will not be armed against nation. The very cause of strife, of hatred, and of war, will cease to exist, and peace will be established on earth.

"The next question is: When are we to look for this happy period? Judging from past experience—our only guide for the future—we find the Almighty brings about His own wise purposes by natural means. The progress of civilization must necessarily be slow. If we draw just comparisons between the inhabitants of different countries it gives a most gloomy and disheartening result. When I find the inhabitants of my own country, the cultivators of the soil, at least one century in advance of some parts of Europe, then I see we are not warranted in looking for it in our day or generation. Nevertheless, it will assuredly be realized by our posterity—it will be for them to realize the blessings which are in store for mankind. No feelings of bigotry, intolerance, or exclusiveness will embitter their minds. All that remains for us is individually and collectively to hasten the event by every means within our power. Let us commence now. This is one of the elements in effecting that great work. It cannot be effected by faith alone. We must show by our works that we are really in earnest, and to this particular object I now beg to direct your attention.

"I am indebted to our excellent friend, Mr. Parsons, for the report of last year, which I have read with attention, and commend it to those who have not had a similar opportunity. In the meantime I will call your attention to a few short extracts, which contain the most interesting and pleasing information."

From the importance of Bible teaching during the generation of peace succeeding a warlike age, he hastily anticipates the advantages arising from the institutions during an age of peace.

Having a high regard for Mr. Thomas Street, he writes him a letter of advice, on accepting a municipal situation, to which the following is a reply:

"FALL MILLS, Chippawa, Jan. 22, 1844.

"MY DEAR SIR :—I thank you for your friendly and disinterested letter. I accept it in the spirit in which it was written, and shall endeavor to profit by your good advice. I entertain no ultra opinion in politics, and shall ever be ready to advance to the best of my ability the general interests of the inhabitants of this District, without reference to party or political considerations. I am, of course, as every other inhabitant of the Province ought to be, a staunch supporter of the British Crown, an admirer of British laws and institutions, and naturally jealous at any attempt to lessen or weaken the authority of the Government by unreasonable demands, or the following up a system of executive policy entirely at variance and inconsistent with what I understand to be Her Majesty's prerogative as exercised in this Province through her legal representative.

"I am and always have been anxious that the inhabitants of the country should have their fair share and influence in all matters in which they are directly or personally interested, but when that influence is employed in such a manner as to endanger other and superior rights, then I think the time has arrived when it becomes every man entertaining the opinions that I do to rejoice at a check being put to further encouragement. I shall endeavor while in the District Council to discharge my duty in such a way as to give satisfaction to my constituents. If I fail, it will not be from the want of good will to serve them, nor from any apathy or inattention on my part.

"I shall keep your good advice always in view, and will not fail to act upon it in all cases in which I can conveniently do so.

"Believe me, my dear sir,

"Very truly yours,

"THOMAS C. STREET.

"W. H. MERRITT."

The *Journal*, of March 15, after copying a rumour by the Kingston *News*, that Mr. Thorburn would retire for Mr. Harrison, says: "The *Statesman*, not to be outdone by the *News*, observes, that among other members of Parliament, Mr. M. has given in his adhesion to the present system, and will support the new administration. Being in the habit of almost daily intercourse with Mr. M., and having enjoyed uninterruptedly for many years his confidence upon all public matters, we may naturally be presumed to have as intimate an acquaintance as the *Statesman*. Mr. M. is not the man to conceal from his friends his views upon matters of public policy; and when so great a change comes over him as that mentioned above, it will be promulgated through a channel entitling it to some degree of credit."

The correspondence here given shows that with all the private friendship displayed towards his fellow townsman, he had not made matters of state his daily subject of conversation, and that he is still writing to the Ministry, saying that if certain measures were adopted he would join them.

"TORONTO, March 24, 1844.

"SIR:—I have the honor to acknowledge the receipt of your favor of the 15th inst., in which, I am glad to find, his Excellency approves of the principle of the plan submitted for his consideration, although I regret to hear that he entertains doubts as to the practicability of the proposed reduc-

tions. The whole object of my, I fear, tedious communication, was to produce such proof, based on practical and positive results already realized, as I hoped would have removed all doubts as to the feasibility of the plan. Without removing those doubts, and establishing confidence in the result as well as the plan submitted for altering it, any attempt to secure it would be useless. I endeavored to impress on the mind of his Excellency a fact seldom brought under the consideration of a Governor by his Council :— That the gross revenue of Canada amounted to £400,000; that the gross revenue of the State of New York was but £92,075; that we had resources from four distinct and separate objects which they had not, amounting to about £349,235; that by adopting the same system of finance as they adapted the whole of that money would be saved.

"I find many men highly intelligent on general subjects remarkably deficient in comprehending financial matters. They ignorantly class finance and republicanism together. They assert that the cause of the expenditure in the State of New York being so low is the effect of the system of a republican government. This I deny *in toto*. Low salaries, I admit, is in most cases the effect of a republican administration, but I deny that republicanism affects the different departments or branches of a government. They have as many departments as we, but they have better laws and rules to regulate them, and I feel as satisfied as of any event not realized that we only require financial experience and talent to effect the saving named.

"I am, my dear sir, yours very truly,

"W. HAMILTON MERRITT."

"St. Catharines, April 26, 1844.

"Sir :—I have the honor to enclose herewith an abstract of the details of the proposed reductions, (the items are not transcribed, but will be found in the schedules referred to, lettered and numbered, in public accounts of 1842,) as required by your letter of the 15th of March, and promised in my last from Toronto.

"From the hurried manner in which I have made those extracts, having been detained by other affairs until the present week, perfect accuracy must not be looked for. A minute detail can be arrived at only by a rigid investigation of the different departments. A general outline of the proposed reformation is all I can feel warranted in recommending. If it is considered of sufficient importance to make further investigation, competent heads could soon mature, prepare, and recommend a simple and efficient system for the consideration of his Excellency.

"Their attention would first be directed to the Provincial Governments, the number of departments considered necessary, and their respective duties clearly defined.

"The present system of land granting departments is a reproach to any Government, inasmuch as there is not a sufficient sum of money received for the sale of land to pay for stationery, and all the officers of the department are paid from duties derived from customs, and could be contrasted with a system which pays all expenses for about five to ten per cent. out of the proceeds of the land, and a permanent fund created with the remaining ninety per cent. for the education of our youth for all time hereafter.

"The real and true value of each separate fund would be shown by itself, in place of being mystified and mixed up so as not to be understood, with-

out great labor and loss of time, even by those who administered the Government.

"The present method of collecting and expending the district revenue, to which I have not alluded, could also be contrasted with the one proposed. "Certain gentlemen, as magistrates, assemble once in three months They appoint one treasurer, one clerk of the peace, and regulate the price of fines.

A second power is created by electing certain district councillors, who name one clerk—same duty as clerk of the peace—two auditors, and one surveyor. There is one inspector to collect the revenue from stills, inns, shops, &c., making returns to Inspector General of Customs, and who grants licenses to auctioneers, making returns as above. Another set of officers collect marriage licenses and return the same to the Provincial Secretary. The Sheriff makes returns of other fines to the Inspector General. The district taxes are levied and collected by assessors and collectors appointed at each town meeting, and paid to the Treasurer.

It is evident this diversity of power and responsibility is unnecessary inconvenient, and could be contrasted with a simple system which would be recommended, not to its advantage, containing one inspector in each district, who would report direct to the Inspector General as well as to the district authority, thus establishing a mutual check for provincial and district funds, by which a prompt collection would be insured, and but one set of officers required for collecting the extra provincial revenue, and another for district revenue.

"The main object to be effected is to relieve the inhabitants from taxation. The adjoining States of Ohio, Michigan, Illinois, and Indiana are largely in debt, without any extraneous resources. The apprehension of direct taxation ultimately, to pay this debt, directed emigration last year to the territory of Wisconsin, where no taxation is in expectancy. Canada has greater resources than any portion of America, and can be relieved from all taxation unless imposed by the districts themselves for some local improvement. Let it be generally known that the indirect resources of this country are ample to relieve the inhabitants from all apprehension of direct taxes; that the proceeds of all the waste lands of the Crown are appropriated to create a sinking fund for the education of youth and no other purpose, and few can predict the consequences which it would produce. The very idea would go farther to command capital and emigration, and insure the rapid and steady prosperity of the country than any other measure yet proposed. With these few brief remarks I will close, with a hope that the short time at my command will claim indulgence for not explaining the matter more fully and ably.

"I have the honor to be, your obedient servant,

"W. H. MERRITT.

He further showed his appreciation by joining, in a semi-official capacity, the administration of public works.

"KINGSTON, May 8, 1844.

"As you have, from the comments of the Board of Works, expressed a strong desire to avail yourself of my local knowledge and experience in conducting the public works in Canada, the time has now arrived when it can be done mutually beneficial to the public as well as myself.

"The removal of the seat of Government from Upper Canada to Montreal will greatly increase the inconvenience already experienced, the powers being concentrated at so great a distance from the spot where it must be exercised.

"The remedy proposed, as the contemplated alteration in the Act cannot be attained for some time, is to appoint, under the present Board, some person to superintend all the works west of the Niagara River.

"In the first place, this portion, although most remote from Montreal, is the most important, inasmuch as the entire trade of the whole Province depends on the quantity we may divert from the western country, which of itself is sufficient to occupy the entire attention of one mind.

"The duty of this supervision can be clearly defined, and the possibility of collision on it avoided. The engineers continue to report, estimate, and pay contractors, as heretofore, on all contracts heretofore entered into, but every new matter or unforeseen obstacle arising, to be referred to the individual on the spot, and a regular report made thereon, assigning the reasons for or against, for the approval or rejection of the Board, a record of which will be entered into a book, to be kept for the purpose, once in each month.

"The money now paid weekly to the banks by the collectors, a statement of which is furnished the Receiver General, should be returned monthly to that office by each collector, and thence to the Inspector General, as well as the Board of Works. The object is to secure a check from the local information required, which cannot exist under the present system.

"This duty should also extend to the Grand River navigation, with a view of devising means to finish that work to Brantford; to the Queenston and Grimsby road, and thence to Hamilton—to bring forward a bill and propose means to finish that work also.

"The economy of this arrangement will be tested by experience—the increase of revenue, which will not be less than £25,000 this year, paid to the public chest, over and above charges, hydraulic rents, &c. The saving of expenditure in police, law costs, postage, and other items, will in the aggregate form no inconsiderable sum.

"The convenience of an immediate reference will be highly satisfactory. The books removed by the late Inspector General should be returned at once, as the greatest inconvenience is experienced almost daily for want of referring to matters there recorded, and can refer to no other public matter than the Welland Canal. There can be no possible advantage to the public service by removing those books to Montreal. The stock books are of no consequence, now that every shareholder, except two or three, are settled in Canada.

"You are aware that I have spent almost my entire time since 1836 in affording such information as was required, gratuitously. That information has been considered serviceable on many occasions. My circumstances are now altered. I can no longer afford to lose my time. It cannot be employed so usefully for the public, or agreeably to myself in any other situation, and as far as regards individual claims, if those works are really useful or beneficial to the Province, it will be conceded with one accord throughout the land that I am personally entitled to consideration; therefore, if you think the public interest will be promoted by this arrangement, it may be carried into operation immediately. Truly yours,

"Hon. H. H. Killaly. W. HAMILTON MERRITT.

The replies show that the greatest confusion was the result of Lord Sydenham's arrangement, and having the whole of the public works conducted by one office, and the head officer not independent of the change of Ministry.

KINGSTON, May 21, 1844.

"MY DEAR SIR :—I am in receipt this day of yours of the 19th. I have not heard one syllable since you went of our proposed arrangement. I have asked two or three times, indeed, pressed it as much as I could, but 'Could do nothing until the Council, with Draper, deliberates on it, &c.,' is the answer.

"Every thing is as you left it. Harrison is down again, but very ill—the same rumor of his taking office.

"Sherwood is here, *pressing*, I am told, the Governor to appoint his Council before he goes down, otherwise he is to be visited by the direful indignation of *his party*.

"All is wrong; all topsy-turvy. God knows where it will end. I will write you when anything occurs.

"Faithfully yours,
"H. H. KILLALY.

"W. HAMILTON MERRITT."

"MONTREAL, July 3, 1844.

"MY DEAR SIR :—I have just received your very welcome letter. Since I wrote to you last I have not heard *one* word on the subject, although I have seen Higginson daily and have pressed him on it. I will make it a point to see him this day and have it at once fixed. The principle being adopted, I cannot conceive what stops the carrying out of it. As to the points:

"1st—Letter of introduction, &c. It shall be done the moment I have Higginson's authority, officially or otherwise.

"2nd—I will see to the appointment.

"3rd—Wilkinson left this for the Welland two days ago, and I have not the slightest apprehension that his work will be the cause of delay.

"4th—Welland Book—shall be done.

"I am glad to hear poor Power is recovering. All kinds of rumors. Draper and Sherwood are here. The report principally is that Daly goes out. This I think will be, as he has been told often enough that he is the obstacle and stumbling block to the formation of any Ministry. Then that the greater part of the Council are to be Lower Canadians, who will be assisted by the Conservatives, and thus beat what are called the Reformers.

"I trust such an attempt as this will not be made. I do not believe Lafontaine will accept without Baldwin, and I do not believe Baldwin will throw off his party, and without them I do not believe any Ministry can be formed to last.

"I came down the Rapids—all night's ride for once, but as a channel of trade!!! This will, I have no doubt, be abundant proof of the wisdom and truth of the old saying, 'The pitcher which goes often to the well is broken at last.'

"Have you seen how Wakefield figures? £7,500 for working out the sale of the property; £12,500 for working out the Canal! Where did this go to? And I suppose as much if he got the Company formed.

"We are getting on grandly all along the St. Lawrence. We will pass boats through to Beauharnois in June next. We will be in a very good way on all the others this season.

"Yours with esteem, faithfully,

"H. H. KILLALY.

"W. H. MERRITT."

The following indicates the remedy used:—

TORONTO, Aug. 18, 1844.

"MY DEAR SIR:—As you are now Manager of the Welland Canal, I hope you will urge on the back ditches, especially that from Broad Creek to Marshville, north of the Canal.

"Yours faithfully,

"H. BOULTON.

"W. H. MERRITT."

This is copied in Mr. Merritt's handwriting, alludes to the principal measure he effected, viz., securing a bonus to the contractors for going on with and opening this work:

"Sir:—From the interest you have hitherto taken in this cause, we, the contractors for completing the locks between Thorold and St. Catharines, have taken the liberty to request you to represent the situation of this work to the Board.

"Our contracts expire on the 1st November next. The Board, and the public expect those locks to be finished and in readiness before the opening of the navigation in 1845. The past Winter has been most unfavorable for procuring the delivery of stone; we are pressed for money; wages for labor have increased; provisions, and also the material which is indispensable for the works; and if, by unusual exertion, we are enabled to fulfil the public expectation, it must lead to increased expense.

"Nevertheless, feeling the importance of meeting the views of the Board, and relieving the public, not only from the expense of keeping up the old locks another year, but of insuring an increase of toll, we will push the work with a vigor heretofore unexampled, if a reasonable encouragement is held out for the same, and will engage to surmount all difficulty, and have it in readiness by the 1st April.

Yours, ———

The following is Mr. Merritt's memorandum of proceedings on the new work:—

"Commenced Monday 22nd July, answered Mr. Daley's letter and put myself in communication with the Chairman of the Board of Works.

"Notified Messrs. Powell and Prescott that I had accepted the situation, also Mr. Burford the contractor.

"It appears to be most desirable to secure the completion of the harbours and the new locks so as to open the navigation on 1st April next on the enlarged scale.

"Consulted Page as to increasing the number of men, waste weirs must be put under contract, lock gates in readiness &c.

"Wednesday, 24. Ascertained from Mr. Bernard that he was willing to render Mr. Thompson every assistance after completion of his locks, which would take three months more.

"Signs of further disturbance among the men appeared on Sunday.

"Ascertained from Collier in case we fail to complete the new line, the state of locks on the old line, and what will be the expense of preparing them, for a few months, for spring navigation, 2 locks at Allanburgh to be renewed and extended, aqueduct to be repaired; this is all that is necessary.

"With regard to the supply from Grand River level in place of Lake Erie, the Grand River dam should be made perfectly tight at once, raise all the embankments, including Port Colborne, from Dunnville to Allanburgh.

"Monday, 29th. Examined with Mr. Powers the line of canal, inspected gates, waste-weirs, &c.

"To Carmichael T. French, to get another machine immediately.

"Friday, Aug. 1. Passed up the line with Rev. Mr. McDonough, a number of men having met previously at Thorold and made threats. Called on most of the contractors, enquired into the assaults said to have been committed, remained several days, issued a warrant, no person appeared to convict, the prisoner dismissed, inferred no danger.

"Sept. 13. The most unexampled activity continues on this work, seven locks are already finished between this and Thorold, twelve others will be finished by the end of the month, leaving only a few courses on four to complete the whole twenty-three. $69,000 tolls to 1st August.

"Returning to the subject of the Ministry, he addresses the Premier:

"St. Catharines, Aug. 14, 1844.

"My Dear Sir:—Having been unpleasantly harrassed by those interminable law suits, with some few indispensable canal matters, not a moment since my last has been left to devote to those of public policy. Another and principal reason for the delay arose from the confident assertions of those arriving from Montreal that the Ministry had been formed, which, as far as either you or myself were concerned, would have rendered any suggestions useless. However, from your letter in June, I had no reason to suppose any hasty decision would be had. In reviewing the situation of our country we must not misunderstand the existing state of public feeling. A statesman will then decide, if adverse, whether he has reasonable grounds, from any measure that he has matured, that he can change that feeling—and that, too, in sufficient time to meet the Legislature, ensure a majority, and conduct his Government in accordance with the principles now fully admitted.

"Referring to past transactions, or attempting to adduce a single reason to prove who was right or wrong, or what measure should or should not have been adopted, would be a waste of time. Matters and things should be taken as we find them. Whatever change may have taken place in public opinion or feeling in Lower Canada, it is generally supposed that in Upper Canada it has been in favor of the Ministry. If so, what is to be gained by calling the present House together? Will it not rather produce irritation, widen the breach (if possible), and do much harm.

"This position being admitted, the only chance of producing a change is by a dissolution, and procuring the return of other members, although if in truth no change has actually taken place in public feeling, the same result must follow. Whatever effect appointing a commission to investigate and recommend a change in our financial system would heretofore have produced, so fully are men's minds engrossed with one idea—the apprehension of losing responsible Government, and that his Excellency is opposed to the

principle, and the late Ministry in favor of it, that now no measure however beneficial will divert them; and any man attempting to contravert it will, in most constituencies, lose their confidence.

"If this be a correct statement of public feeling, what is the remedy? No statesman can recommend a deviation from this principle, therefore a majority in the representative branch must be secured. We find that difficulties, appearing insurmountable, have been removed, and what has been, can again be effected.

"In looking back a few years, we find, in the adjoining country, the population in a state of civil war. All attempts at conciliation had failed. One master mind, Henry Clay, proposed a compromise. His celebrated Act produced a magical effect, tranquillity was restored, and he is now about reaping his reward.

"During the administration of Lord Sydenham, circumstances placed you in the most responsible and conspicuous situation in the Government. You found the House of Assembly, before even proceeding to business, determined on having a clear and distinct avowal of the principle on which the Government was hereafter to be conducted. Contrary to your own feelings and judgment you consented, restored tranquillity, and by means of that concession conducted the Government against, or without either Mr. Baldwin or the leaders of that large and compact body of Lower Canadians being in the Government.

"Circumstances placed you in a similar situation during the administration of Sir Charles Bagot. You then felt it necessary to bring that party into power, and to effect which you resigned the honor and emoluments of office, and again restored harmony. Circumstances have for the third time placed you in a similar although far more delicate position. If you can again restore harmony, if you feel satisfied that a majority could be secured, unless Messrs. Lafontaine and Baldwin are restored, which was your first impression, you deserve a civic crown, and will assuredly reap your reward. I am aware of the difficulty which must at every stage meet you in attempting it. If his Excellency would listen to any arrangement, the obstacle would vanish in a moment. Could furnish a letter disavowing any intention, explaining away misapprehension, making all discrepancies satisfactory. The whole affair would blow over within ten days. Let us, divested of all personal feeling, take an enlarged and statesmanlike view of this question. Suppose those gentlemen restored, and suppose, (which I do not believe) they were to show the least vanity, or exult in the event, how long would it last on this side of the Atlantic? Their capacity is to be tested by the success of their measures, and there must be a speedy change. Sir Charles would thus prove his adherence to the principles he has advocated, and would become the most popular governor that ever ruled a colony. What effect would it produce in England? Not the slightest to his disadvantage. The Government and the people there look only to the result; they can know nothing of details, and care less. Relieve them from trouble, establish contentment, and they are satisfied. Sir Charles would be considered, and justly, too, a statesman, who, with the most discordant materials, placed himself above all personal feeling, and will leave the country in perfect harmony and in the most prosperous condition. Believe me, I entertain the strongest personal feeling for the Governor General, and on this account, apart from the desire of witnessing harmony among my countrymen, am extremely desirous he should return to England crowned with success.

"There are many, I am aware, who take a narrow view of public measures, and rather than not carry a point would never concede an iota. Judging from the past, this is not your character, neither is it that of the Governor General. All I can add in conclusion is, that if you think it necessary and feasible, I would be most happy to be instrumental in any way you may point out in bringing it about. I fully concur in the opinions expressed in your last, which induced me to pen the above.

"Very truly yours,

"W. HAMILTON MERRITT.

"HON. W. H. DRAPER."

Journal, Aug. 30: "A Ministry at last, it is said in a P. S. to the *Pilot*, the use of the last name in the list places it in the category of rumours." This was Mr. M., Inspector General. The author, who was a passenger on the *Britannia*, heard this rumour, while stopping a few hours in Halifax.

When the Government assumed the control of the Canal, Mr. Merritt wrote to his Grace the Duke of Wellington, informing him of the act, and telling him that the sum originally subscribed by him towards the Canal would now be repaid, with interest. At the same time he reminded his Grace of the circumstances of his first signing for the old stock, which was done as an example to others in London, and our subject now politely hinted that if he would transfer the amount to the Grantham Academy, which much needed it, the name of the institution would be changed to that of Wellington. By means, not necessary to explain here, either Chief Justice Robinson or the Bishop of Toronto had made a prior application, and the result was that the money was bestowed for the founding of the Wellington Scholarship in King's College, Toronto.

"WALMER CASTLE, Sept. 28, 1844.

"SIR:—I received in due time the letter which you were so kind as to address me on the 20th of February last, on the subject of the stock held by me in the Welland Canal, and your suggestion as to its disposition.

"Having corresponded with Chief Justice Robinson on the same subject, he has remitted to me another letter from you to himself, dated the 10th of July, and the act of the Legislature by which the Grantham Academy was incorporated.

"Upon the whole, however, it has occurred to me that the most suitable disposition which I could make of the stock belonging to me in the Welland Canal, was to authorize the sale of it, and with the proceeds thereof to found a scholarship in the King's College, Upper Canada. I have given directions and authority accordingly to Mr. Chief Justice Robinson.

"I avail myself of this opportunity of returning you my thanks for drawing my attention to the interest which I had in the Welland Canal.

"I have the honor to be, sir,

"Your most obedient humble servant,

"WELLINGTON.

"W. HAMILTON MERRITT, St. Catharines."

It will not be out of place to introduce an incident, though unwittingly, with which the author was connected.

There were few men of his time more capable of taking hold of an idea and working it to a practical conclusion than our subject, as the following simple though important narrative will illustrate. We have already mentioned two of his sons, the author and William, being left at European universities to complete their education. We may therefore state that it was customary for Mr. Merritt to take an occasional holiday, and convey his family into the country, thereby resting his mind as well as body, and gathering fresh energies for each forthcoming event. A favorite resort of his was on or near the banks of the Niagara River, near where the town of Clifton (then called Elgin) now stands. At no period of the year did he enjoy this trip better than when our beautiful Indian Summer first set in and began to adorn the foliage with which the banks of this river is covered, lending an enchantment to the scenery, which, to be thoroughly appreciated, must be observed at this time. Going off from St. Catharines for this purpose with the members of his family, as we may suppose, he called at the Post Office before going, and received a package from Europe which he carried along with him to read at his leisure there. On arriving there, the usual pic-nic arrangements were made, and the annual simple feast was spread, after which, when peace and quietness pervaded the party, the foreign letter was produced, and proved to be from the travellers, who were then visiting Fribourg in Switzerland. Amongst the many wonders of the strange land of Tell, it told their parents of a wonderful suspension bridge which they had seen spanning the River Sarren in the midst of a mountainous country. A full description of it followed—its length, its height, and the manner of its construction were all minutely detailed. [Mrs. M. remarked: "I wonder if a suspension bridge could not be made to span this river."] So strongly did the remark impress the mind of our subject that the idea at once occurred to him of the possibility of spanning the mighty Niagara with just such a bridge. Soon afterwards a consultation with engineers followed. Laughed at by some, and favored by others, still the idea grew, and the ultimate result is a bridge across this river, not such as described at Sarren, but one of a magnitude surpassing all others, of which we will have reason to speak hereafter.

The author on his return, was sent up with S. Woodruff, Engineer, to ascertain the shortest line for a suspension bridge across the Niagara.

On the 23rd of September, Parliament was dissolved, and preparations at once made for a new election. Mr. Rykert opposed our subject, but he was again returned by 150 majority.

On Friday, 18th October occurred one of the severest storms experienced on Lake Erie. The piers of Port Colborne, among other ports were partially destroyed. But the focus of the storm appeared to concentrate on Buffalo, where the loss of $200,000 worth of property, and 30 or 40 lives attested to its destructive powers.

It was succeeded, at the end of the month, by a snow storm, and Mrs. Merritt noticed that on the Tuesday of the election, Mr. M. attended in a sleigh.

On the 12th of November, on his farm near Port Colborne, died the cousin of our subject, known on the canal, from its commencement, as an honest and popular contractor. The fevers in the Cranberry Marsh, no doubt, laid the foundation of ill-health. Had he remained on his farm near St. Catharines it might not have occurred.

On the 28th of November the House opened, and again the offer of Inspector General in the new Ministry was made to Mr. Merritt, which he declined. It was then given to Mr. W. B. Robinson, who had been Superintendent of the Welland Canal; Mr. Merritt having taken his place on the same, as he believed that by so doing he would, under the circumstanees, be of more use to the country.

In December he renewed his measure of retrenchment, and published an elaborate view of the resources of Canada, comparing them with the State of New York, wherein he showed that with a larger revenue *our expenses* were in excess of theirs, and what was required of our Administration, and strongly urging retrenchment—the present Ministry, any more than the old, not agreeing with him on those questions, which he showed would relieve the people from direct taxation. This was one of his reasons for declining the proffered seat in the Cabinet. This publication of his views, however, resulted in the Government adopting his policy, and his being called into the Ministry four years afterwards.

Commencing this session a protest against his election was sent in, in consequence of his Government engagement on the Canal. It was tried in the House, but having proved that he did not receive a salary for this service, however much he needed it, the protest was quashed.

The following extracts, copied from the election trials, show that Mr. Merritt had more honor than profit and no little risk in his connection with the Draper administration. H. H. Killaly interrogated :

"A salary of £500 per annum having been attached to the office mentioned in your letter to Mr. Secretary Daily, and Mr. Merritt having accepted the same, do you know why the same or any portion thereof was not drawn by Mr. Merritt? I cannot tell, it was never applied for.

"I conceived a larger portion of the business to be performed by Mr. Merritt was more connected with the Inspector General's department, but that he did discharge some of the duties of the Board of Works under the appointment in question."

1845.

During his attendance at the session in Montreal, he was requested by the Mercantile Library Association of that city to deliver an address on "The Trade and Commerce of Canada." His lecture was well attended, and the sentiments enunciated warmly received, accompanied by a vote of thanks at the close. The following is a familiar letter to Mrs. M.:

"I am living as quietly as possible with Mr. Barrett. Mrs. B. is making me as comfortable as she can; coffee every day at dinner, have not drank two glasses of strong water since my arrival in Montreal, and wine only twice.

"February 8th. To the author—I presume the article to which you refer on the finance of France is in Thiers' History, as I am not a moment out of the House, have no time to examine. I regret exceedingly, however, that I did not bring all the publications sent by Dr. King, including the school master. What has become of all my pamphlets?"

Mrs. Prendergast died at St. Catharines on the 1st day of February.

A letter to his bereaved father-in-law from the Legislature, March 3d containing messages of sympathy closes with his own pursuits:—

"My habits have become so sedentary, I shall (God willing) retire from public life in a very few years. I am preparing a measure of moment, viz: the appropriation of all our waste lands to create a fund to support common schools, and establish district libraries throughout the province. The plan is alluded to in my pamphlet, which appears to be well spoken of in all parts of the province, except among officials."

During this session St. Catharines was incorporated into a town, to the great satisfaction of the inhabitants, who expected important results, which were only accompanied with an expense by them often afterwards regretted.

He also took an active part on the Crown Lands Committee, and recommended their being the monetary basis of our Common School system, instead of their being supported by annual tax as at present.

"GOVERNMENT HOUSE, March 13, 1845.

"MY DEAR SIR,—I have had the pleasure of communicating your note to the Governor General, and I am desired to assure you that His Excellency is fully sensible of the great labour and pains that you have bestowed upon the very important question as to the future disposal of the waste lands of the Crown. His Excellency conceived that your proposition was under the consideration of the Executive Council, from your being in communication with some of its members; but he will again call their attention to it. I am, dear Sir,

"Yours faithfully,

"Hon. W. H. MERRITT, M. P. P. J. M. HIGGINSON."

That the value of the services of our subject as a working member, though in a tory House is evinced by the number and importance of the committees he was on.

April 3. Committee on crown lands report, W. H. Merritt, chairman.

A letter was received that at the close of the Legislature he would meet Mrs. Merritt in Brooklyn. While here, the following from the author announced their having arrived:

"I have amused myself while in New York by looking up American antiquities, and was led in my search more particularly into observing the locality of our ancestors in the neighbourhood, affording not only the history and trials of the old times, but casting the charm of personal interest over the early history of the settlers—in fact rendering our own the rise and progress of the American democracy."

Mr. Merritt, writing from Montreal to Mrs. Merritt on his travels, on 2nd April, closes as follows:

"The session has ended, I fear, without doing as much as we should for the good of our fellows, but prospects are cheering nevertheless. As you are no politician, I have nothing amusing to communicate. It was my intention to have returned by way of Albany to meet you, but the roads are so intolerably bad that I am compelled to go up river.

"12th. Not getting a steamer, have gone up by land, as far as Toronto; was two nights in an open wagon, and the last in a snow stom."

With regard to the suit in which he was engaged, a letter of March 8, from his son Thomas, who was in company with Mr. Jas. R. Benson, says: "We have heard the unpleasant result of the partnership in Toronto." This decision of Chief Justice Robinson, involving our subject in all the losses of J. Mittleberger & Co., renders it necessary for him to hurry home, and make preparrtion for a loss of all his property; and on his return, in the middle of April, his first business was to Mayville, where Dr. Prendergast promised him all the assistance he might require.

May 1. Appears for the last time, after nineteen years, our subject's name to the list of advertised letters, and that of the author for nearly as long a period, signals these items in the *Journal*.

29th. Letter to G. P. Ridout on differential duties.

On the 29th of March the House being prorouged, Mr. M. returned; and soon afterwards, on the tenth of May, the works on the new Canal were successfully completed and the water let in, bringing on the route a large and noble-looking class of vessels and propellers, which carried numbers of emigrants to the Western States.

In answer to an invitation to witness the opening of the new canal on the 21st of May Mr. Burwell, an old friend of our subject, wrote to Mr. Merritt a letter of congratulation on the successful results of his long and unwearied canal agitation. He also enclosed an old document, drawn by Mr. Merritt twenty-seven years previously, and left with Mr. Burwell, when a member of Parliament, wherein our subject showed his original plan of a canal, and modestly asked for a grant from the country to assist the surveys. This survey is related at large in the earlier pages of this book;

Mr. Merritt's idea of the great Suspension Bridge had by this time arrived at maturity. A charter was to be obtained, stock subscribed, and preparations made for its commencement.

He writes, June 2nd, a long letter to Mr. Ridout on the advantages of having tugs on the St. Lawrence, a criticism of which is noticed in the *Journal* of June 12 :

The editor of the *Examiner* has indulged us with five columns of criticism on Mr. Merritt's letter. We confess an inability of discovering any argument whatever, and our time does not admit of lengthy replies to mere verbage, and it was only answered by our subject when reiterated in Francis Hinck's paper, the *Pilot.*

In June a company was formed in Montreal to build a railway to connect it with Portland. Mr. George Moffat was the President, and through him £300 was offered to Mr. Merritt if he would visit Europe and endeavor to sell the Company's stock. Our subject accepted the offer conditionally, and received letters of introduction from the Governor to the Colonial Secretery, but afterwards could not agree with the views of the Company, and relinquished the mission, which was then undertaken by Mr. Galt. The success of this gentleman in England induced Sir Allan McNab and Mr. Widder, of the Canada Co., to start on a similar one in connection with the Great Western Railway project. They were not successful at this time, so the scheme had to rest for a few years longer.

"ST. CATHARINES, June 16, 1845.

"MY DEAR SIR:—The committee, to whom the management of the St. Lawrence and Atlantic Railroad is entrusted, have requested me to proceed forthwith to England. I have assented, provided the Provincial Government will recommend certain changes, which are indispensable, and can be better explained in a personal interview. I have this day written to Mr. Higginson on the subject, and only await his reply to proceed direct to Montreal.

"The Drawback Bill, which removes all duty on articles passing through the United States for Canadian consumption, is not at present adapted to the trade, but no doubt will be amended next year. If in addition to this they removed the duty on our products, which we must look for, what would have been the situation of our trade this year? They would command our entire exports. You have now the ball at your foot, and if the Provincial Government have not already made all the communications necessary, you have still an opportunity to do so, and not only preserve our present trade, but greatly increase it; and I feel quite satisfied the Imperial Government will not only sanction any measure necessary to preserve our present trade, but enable you to become prepared to increase it, on the completion of our public works. It requires no Imperial legislation. A slight change in the Provincial Act would effect the object.

"I am, my dear sir,

"Your obedient servant,

"HON. W. H. DRAPER. W. HAMILTON MERRITT.

PROPERTY OF THE KMOA

A proposition to form a company to run a line in connection with the States, from Queenston to Hamilton, was now first mooted.

The Beauharnois Canal, a grand work, being also opened, Mr. Merritt, had a long correspondence with the Government in regard to the establishment of an extensive tug system for the Lakes and the River St. Lawrence.

We have already noticed that a charter had been granted in 1836 for a railroad from the Niagara to the Detroit River, in which our subject was interested. Owing to the troubled state of the country no action was taken in the matter, and at this period the time of the charter had nearly expired. Mr. Merritt thought it a fitting opportunity to attempt to revive the scheme, and consequently opened a correspondence with some of the leading capitalists in Boston. Meeting with encouragement, he made a personal visit, explained the scheme, and was agreeably surprised to find the leading capitalists there in perfect accord. The stock was instantly taken up, and influential contractors, who were also large stockholders, agreed to finish the work within the time and before the expiration of the charter. It would, however, seem that things which are easily obtained are not so apt to be successful, and our subject, who had been promised support in getting a renewal of the charter by his political friends, now advised a delay, which proved fatal to the scheme, as it stopped the railroad development of Canada another decade, and then not on a rational or consequently remunerative plan. The next Parliament offered a violent opposition, from distant quarters off the line north of Lake Ontario and Lower Canada. The capitalists alluded to at once invested their money in the South Shore route, a line which from the start took the lead and has since continued to keep it, rendering its Canadian rivals, which came later into the field, unprofitable speculations to all interested.

"The opposition to Mr. Merritt's railroad scheme exhibits itself thus, in the Toronto *Colonist* of July 3rd:—'Mr. W. H. Merritt, M. P. P., has been for some time past in the United States, and from the contents of a printed pamphlet entitled 'Sundry Documents relative to the Niagara and Detroit Railroad,' we learn that Mr. Merritt's influence in New York, Boston and other places is being used to forward that undertaking. The Niagara and Detroit Railway will be essentially a work, if carried out, for the *benefit of American travelers*, offering no particular advantage to the Province through which it will pass, but the great disadvantage that it will be along the line of an extended frontier, without protection, and entirely at the mercy of our neighbours. Mr. Merritt takes good care to point out, when addressing at Black Rock the committee from Albany, that the charter is liberal. Mr. Merritt knew the parties he was addressing. If they take up the work with the characteristic spirit and energy of the Yankees, when there is not only a fair prospect, but a proximate certainty of its being good stock, there is no doubt but they will manage to carry it out speedily to completion. The agency of Mr. Merritt, who is very well known amongst them, is no trifling stimulant to immediate action. The attention of our Toronto and Sarnia Road ought to be at once directed to this matter."

"Whereas it has been represented to the undersigned, by an Act incorporating the Niagara and Detroit River Railroad Company, passed by the Provincial Legislature in 1836, to which about £7,500 of stock was subscribed, directors chosen, an instalment paid in, the route surveyed, and plans and reports extensively circulated—that in common with all similar works, in consequence of the disturbed state of the Province in 1837, this was also suspended, but has again been renewed with a fair prospect of success.

"This Act, which will expire on the 20th April next, authorizes the construction of either a wooden or iron railway. The first can be laid in time to secure the charter, but the shareholders prefer constructing an iron rail of the most durable description; to effect which, an extension of two years, and a revenue of £250,000 will be required. As it is important the shareholders should ascertain as early as possible whether any objection is likely to be made to their application, and as no precedent within our knowledge exists where a similar application has been refused, we will cheerfully support the same.

"John Bruce, President; Joseph Wood, E. Ermatinger, James Cummings, J. W. Powell, and Wm. Hamilton Merritt and Rolland Macdonald gave their assurance."

Extract from Mr. M.'s private journal, in the interest of a railroad across our peninsula to New York, for which he set out 1st July:

"July 12th. Met C. C. Trowbridge of Detroit, called on Jacob Riddle, president of the New York and Albany Railroad, Garden G. Howland, president of the Utica Railroad, Davis, Brooks and Co., Sedam and Sage, W. B. Astor.

"21st, The last day in New York. Met with Mr. Fisk, president of the Long Island Railroad, and James J. Shipman, the engineer, who constructed it at a cost of $8,500 a mile, he thinks as good a road, similarly situated, can be made for $7,500 a mile.

"Some of the names in Boston, with whom we transacted business, were the Hon. George Bliss of Springfield, president of the Western Railway, Joseph Quincy, Thayer and Bro., Francis Young, A. Gilmour, W. F. Wild, A. Lawrence. Before leaving Boston, wrote to Mr. Power to asecrtain the width of the Niagara River, having ascertained that that of Freiburg, by Challey of Lyons, was 981 feet long, 22 wide, 181 high above the water. The one on the Mersey is 580 feet long, 25 wide, 130 above the water.

"Boston, July 24, 1845.

"Wm. Hamilton Merritt, Esq.,

"My Dear Sir:—I have examined your plans and estimates for a railroad from Buffalo to Detroit, and such is my opinion of the project that I shall be happy to take two hundred shares in the stock.

"I do this because it establishes a direct line of communication between New England and Chicago; because it increases the value of every railroad between Boston and Buffalo; because it unites us with our brethren in Canada in a common interest and a common object; and because I have no doubt of its beiug an excellent investment. This last reason, like a lady's postscript, I presume you will think the most weighty consideration. But I can assure you it is secondary to the desire I feel, in common with my fellow citizens, of uniting in closer bonds the kindred nations on the two sides of the St. Lawrence, Niagara and Detroit. These communications

will bring us together, and I cannot doubt as we know one another more we shall like one onother better.

"P. S.—Mr. Bliss, the President of the Western Railroad, authorises me to subscribe for two hundred shares on his account.

"I am very respectfully yours,

"JOSIAH QUINCY."

"Monday Aug. 18. Arrived home, met Col. Prince, and arranged a plan, 1st. To appoint some person to obtain a pledge of support and increase of capital, and extend the time of completion to unite with Hamilton people, appointed next Monday to meet the directors of the Hamilton road. Whether they unite with us or not, Col. Prince was to call a meeting of Directors, which I am to attend with full powers. Open books forthwith, pay 1s. 3d. per share to secure an engineer to establish a line and where the junction must be made, write to J. Stanton to send power of attorney for directors to save time, item, interest we have in St. Catharines and Hamilton road.

"Tuesday 19th. Mr. Slater has ascertained the width of the Niagara river to be 420 only. Obtain the right of land, and an act of the Legislature of New York State as well as Canada, to construct the same, with the right of extending railroad to intersect any given point, to any railroad now or hereafter to be made. The present object is mainly to unite Manchester as far up as Chippawa, reaching the town of Niagara via St. Davids, west to St. Catharines and Hamilton.

"Monday, 26th. Visited Hamilton to meet directors of Great Western Railway. A resolution was proposed by Mr. Tiffany which did not suit us. Next day, Tuesday 27th, I proposed the following:—

"Thursday August 27th. I proposed the directors of the Great Western Railway unite their interests with the Niagara and Detroit River Railway, on the following terms:—

"First, that a line be run to a point, where they diverge to Hamilton and Buffalo by the shortest and most direct route. That in case the above be agreed to, subscription books shall be opened immediately at Detroit, Canada, the terminus of the Great Western Road, in the States and Boston, Sir A. McNab apprised of the amount, the remainder to be obtained by him to finish both, estimated at $5,000,000.

"GREAT WESTERN RAILROAD OFFICE,
Hamilton, 28th August, 1845.

"W. H. MERRITT, Esq., St. Catharines:—

"SIR,—I am instructed by the Board of Directors for the Great Western Railroad Company to communieate to you the following resolution adopted by them at their meeting this day, which they hope will prove satisfactory to the stockholders and others interested in the "Niagara and Detroit Rivers Railroad Company:

"*Resolved*, That the termination of the Great Western Railroad on the Niagara River shall be at or near Fort Erie, and that the point of intersection between that branch and the main trunk from Hamilton to Windsor shall be at such place as on proper investigation will be found most conducive to the interests of the stockholders.

(Signed,) "G. S. TIFFANY, Chairman."

"I have the honor th be your most obedient servant,

"J. P. GILKISON, Secretary."

"ST. CATHARINES, Aug. 31, 1845.

"To J. P. GILKISON, Esq., Sec'y Great Western R. R. Co.:

"Dear Sir,—I delayed replying to your communication of the 28th instant until hearing from Mr. Tiffany, whose letter reached me by last post, and only reflects the condition of the Directors of the G. W. R. Co.

"The Resolution proposed did not, in my judgment, clearly and fully meet the intention of the parties. I therefore proposed the following:

"*Resolved*, That the Directors of the Great Western Railroad Company agree to unite their interests with the Niagara and Detroit Rivers Railroad Company on the following terms:—First, that a line be run from Detroit to a point where they can diverge to Hamilton and Buffalo on the shortest and best route. That in case the above be agreed to, we will join.

"My reasons for preferring the latter, is, that it places the two companies on precisely the same footing. Without this recognition, any attempt at negotiation would be idle. It also clearly expresses the object and intention of diverging as soon as practicable from Detroit—which will be in the vicinity of Burford (as we suppose) and the stock will be subscribed with this view." I am, dear sir, yours, &c.

"WM. H. MERRITT."

A map was got out showing their line to run from Toronto to Sarnia intersected by the Great Western at Guelph. This was followed by several meetings in Toronto and Hamilton, and by the sending of F. Widder and Sir A. MacNab, as before alluded to, to England by steamer of 16th Aug., in their joint interest, which, unfortunately for all concerned, they succeeded, not in getting stock, but in stopping Mr. Merritt's scheme, for which the stock had already been provided.

Mr. Merritt and his friends were not inactive, as we see by an article from the St. Thomas *Standard*, of October 2nd:

"An intimation has been sent by Mr. Merritt that the stock can be procured for the continuation of the Niagara and Detroit Railroad, and requesting that the inhabitants on and near the road should petition for a renewal of the charter, all to be sent to the meeting at Sandwich on the 26th inst."

This meeting took place at Sandwich, and was succeeded by others. The *Journal* of 7th November says:

"A railroad meeting took place at Port Colborne, at which Lachlan Bell and Mr. Parks made speeches, insisting on the necessity of petitioning for a railroad charter and the taking of stock."

The following is the reply to Mr. Hincks' strictures regarding his publications:

"ST. CATHARINES, December 17th, 1845.

"*To the Editor of the St. Catharines Journal*:

"SIR: My attention has been directed to an article in the *Montreal Pilot*, of the 2nd, on the subject of the St Lawrence Canals, which, for gross absurdity and misrepresentation, has seldom been equalled. The Editor asserts that some scheme, the honor of originating which is attributed to me, has been proposed by the Board of Trade in Montreal—"the professed object of which is to *reduce the cost of forwarding*, a scheme just as tantalizing to the public (should have been forwarders) as the one for getting an increased grant for common schools."

"The editor of the *Pilot* may continue to mislead a portion of the public for a time—he may make them believe that continuing to waste the public lands, instead of creating a perpetual fund out of the proceeds thereof for educating their children, is *for their benefit* that continuing the present exorbitant prices for transportation, and banishing commerce from our waters is *for their benefit*. He has been consistent in opposing this improvement since his first appearance in the Legislative Assembly, in 1841. One million of pounds has been expended, and no tolls will be received next year to pay the interest on this capital. He will witness the dearth his pen has been lent to create. He will pronounce the canals a failure—ridicule the folly of those who advocated them, and exult in the fulfilment of his predictions; but the day of retribution will come—the line throughout (however tardy) will be completed—the existing incubus on the commerce of an entire country will be removed—the saving in the cost of transit, and extension of commerce will be visible to all, and the public will then realize the wisdom of the measure proposed."

Another on the same subject follows:

"St. Catharines, Dec. 22, 1845.

"Sir—The importance and necessity of constructing a continuous towing path, or providing a steam power in lieu thereof, can only be realized by *contrasting the effects produced* on different public works where they *are provided*, and where they *are not*.

"First, witness the Welland Canal, connecting Lakes Erie and Ontario—from the Grand River, 40 miles, on which a towing path is provided, and through which, with the aid of one pair of horses, a vessel can pass at the expense of *one half-penny for a barrel of flour*, and not exceeding *one shilling for a ton of goods*. On the Erie Canal—366 miles from Buffalo to Albany—the charge last season was *nine-pence per barrel*. On the St. Lawrence—130 to 200 miles, from Prescott or Kingston to Montreal—the charge was one-shilling and nine-pence, or including insurance, *two shillings per barrel*, (tolls not included in either.) Thus we see the grower in Upper Canada is subject to an additional charge of at least one shilling and six-pence on every ton of merchandize consumed.

"As certain as like causes produce like effects, by supplying the entire line with this continuous connection, this exorbitant tax would be removed; but in order to leave no pretence for misunderstanding, I will proceed to point out more in detail, the causes which have produced those excessive prices.

"First, *control of canal under monopoly*. Suppose the Government, or a company, were to construct a railroad between given points, and were to permit one or two individuals to build or control the locomotive engine or steam power, the one being dependent on the other for passing the road, they might as well give the whole. You would think the managers insane. Still, this is precisely the case with the St. Lawrence canals. The forwarders have the control of them as effectually as if they were constructed with their own capital. They are a powerful and wealthy body, and have managed to concentrate that power and wealth by a combination, which, from its results, proves they understood their own interests much better than those entrusted with the management of the canal did those of the public."

The Governor hurried home, the victim of a mortal malady, regretted and respected for his many virtues.

1846.

This year of war famine, as well as railroad competition, was one fraught with great jeopardy to the permanent well being of the country, and consequently displaying an unusual amount of adroitness and energy for the representatives of the people.

A period of prosperity had for some time existed among our rural population, and as it was traced directly to the favourable position of their products in the mother country, aided by the absence of most of the disaffected, the prospects of a peaceable Colonial connection for an undetermined period were hopefully indulged by our subject.

The greatest disquiet anticipated, was a peaceful rivalry with our independent but not more prosperous neighbors in the carrying of our mutually increasing productions. But the news transmitted from London (the capital of the British empire and monetary centre of the globe,) was that of panic and uncertainty, produced primarily by the failure of the potato crop, aided by war in India and New Zealand, with the prospect of one in America, from the disputed boundary on its far off Pacific border.

Returning to the record of current events, we see in a private letter to Mr. Draper, at the close of the year's work for which he was expressly commissioned to see completed throughout, dated January 1st—he says:

"Only two locks will be necessary to pass the large class of vessels, on finding they would not be done in November, I went down expressly to insure the only method left, a winter's job. There still is time, but I have lost all hope of having them finished.

Regarding the unfinished work on the canal already alluded to, he receives the following cheering intelligence:

"JANUARY 24, 1846.

"MY DEAR SIR:—You will be glad to learn that at the eleventh hour the work of enlargement is ordered by the Committee. The Government have agreed to advance the sum—not to exceed £2,500. I was truly sick of the whole business. The benefits were admitted; but the question as to whether they would not advance the paltry sum or was about to deprive the country of them.

"Yours faithfully,

"W. HAMILTON MERRITT., H. H. KILLALY."

We copy the following to show how our railroad stocks were first received on the London Stock Exchange, and how near to gambling the mode in which business was there conducted.

From the London Times:

"Much praise has been bestowed in the city on a company entitled 'The Great Western of Canada,' which is about to wind up its affairs, and proposes to return to the subscribers the whole amount received in premiums. This certainly looks well, but some, at least, of the parties interested take a different view of the matter, as will appear by the annexed remarks of a correspondent:

"In consequence of such names as Hudson, M. P., Masterman, Chaplin, Moss and others equally influential, I was tempted to embark in the Great Western of Canada Railway. The eleven directors take the 60,000 shares themselves (ought they not to prove having paid the deposit?) and then issue them to the public at a premium of £3 10s. I believe, indeed, that only the personal friends of the directors got them at this price. Happening to know two cases of a director sending his particular friends fifty shares each, unasked for at this price, £3 10s. premium. It told me what the director thought of them, and I purchased 300 shares at 4½ premium. This was the first or second day of their being mentioned in the market, and I am grieved to say my example induced friends to take 700 more, they paying 5 premium. The panic comes, and down tumble the Canadians in almost a few hours. But now comes my ground for complaint. The directors have issued but 30,000 of the 60,000, having in reserve 30,000 for which they connot find a market, and it is certain that they will get rid of no more at 3½ premium. In this dilemma, it is said, they intend to give back £1 15s. premium on each share; and when complaining to one yesterday of not having at least 2½ back, I was told I ought to consider myself lucky at only losing £300 by the shares, and that the directors were behaving most generously. He added as a reason why they could not give back the 3½ premium, that they had given 10,000 shares to the 'house'—a bribe, in fact, to the stock-brokers for puffing the concern. I consider this dishonest; the public were told that 3½ premium was the only price they could be obtained at, and it was on this supposition that I and others purchased them. If the panic had not occurred, they would have pocketed $175,000.'

"They are still in hopes of getting a renewal of the charter for the Bertie and Sandwich Road, as the following letters from his Buffalo and Windsor correspondents, with the engineer's report show."

BUFFALO, January 9th, 1846.

"MY DEAR SIR:—Judge Walden called on me last week with your note to him, dated December 31st, in which you request me to procure and forward to you the subscriptions to the stock of the N. and D. R. R. R. Company. I enclose you here all hitherto made in this city. I have written to Judge Whittlesey of Rochester, in whose hands I understand is the subscription list for that section, and on its receipt, will send it to you. I am not aware of any other subscription actually made for the road in the States, if any are procured, I will also forward them as soon as received.

"I notice your request for subscriptions as rapidly as possible. On this subject, I have communicated with Judge Walden repeatedly, Mr. Coe, Opion Lee and others, who all agree that no attainable or effectual effort can be made at present for the object, and therefore any attempt had better be postponed until some future contingencies have been settled. They wish,

"1. To wait for the renewal of the charter by your Parliament, and see what are its conditions.

"2. To receive the report of the survey and estimate for the route.

"3. The settlement of the temporary agitation of the Oregon question.

"4. The temporary pressure of the money market, which in this State is always close at this season from the necessity of Bank reports being made, and cash of course being dull, one was of showing as large assets on hand as possible.

"We confidently look for the realization of all these contingencies within the ensuing 60 or 90 days, when a new issue can be made before the public, and we can go before them with confidence of success. Many gentlemen pledge to me a fair subscription. It will be seen that but few of our wealthy men appear on the paper, and some of them say they will largely increase their subscription. I do not think it advisable to exhibit the within list as that of Buffalo, as I am certain that it may be increased by several times its amount when the proper time arrives.

"I notice the severe check to the Hamilton road, and it would seem that it must prove a permanent one, if the statement I have seen is to be relied on. If you have any precise reliable information on the subject I would like to receive it.

"I saw Mr. Wallace, yesterday, on his return from the West, who reports a very favorable progress.

"I have not a shadow of doubt as to the success of this project, and any and every thing I can do to forward it shall be done. We move slowly and cautiously in Buffalo, but a satisfactory amount, I am confident, will be subscribed here on the renewal of the charter.

"The route along the Southern shore of Lake Erie, to which you allude, is one that cannot be commenced for years, nor till long after the Canada road is fully established and has acquired its full legitimate business, which it will thereafter be able to retain.

"I beg to remain, very truly yours,

"R. L. ALLEN."

"HON. W. HAMILTON MERRITT."

"WINDSOR, January 11, 1846.

"DEAR SIR:—I have the pleasure herewith to enclose you one hundred scrip certificates for 480 shares each, and numbered from 297 to 396 inclusive. Also a copy of the resolutions.

"I shall send a copy to each Director immediaiely, and a copy of the resolution for the meeting to Mr. Drake, in St. Thomas, with a request that he will have it inserted in the St. Thomas newspaper.

"I shall send a copy of resolution for the meeting to Simcoe.

"The returns come in slowly and poor, in fact they have no money. Chatham cannot be prevailed on to take a single share.

"I send this to Detroit this afternoon, and hope it will not be delayed long.

"I remain, dear sir, yours truly,

"ROBERT MERCER, Secretary.

"WM. HAMILTON MERRITT, Esq.

WALPOLE, January 20th, 1846.

"HON. W. HAMILTON MERRITT:—DEAR SIR,—Since commencing our survey of the N. and D. R. R. R., our time has been chiefly occupied in getting a topography of the country by running random lines, and taking

levels. *After crossing the Grand River, I soon discovered that it was much easier to draw long straight lines on paper, than to find suitable ground to run them upon.* I have now fixed upon the location of our route between the Grand River and Westminster, and have instructed two parties to stake it out, and carry a level over it as quick as possible. One party commences this morning on the west bank of Otter Creek, and the other will commence to-morrow on the east bank of the Grand River; and the moment they meet, I will be prepared to make a profile and estimate of the line, the time is very limited.

"This line passes through the town of Norwich, and will intersect the plank road between London and St. Thomas, somewhere near 5 m. stakes. I have also run a line *South*, as far West as Simcoe, and will extend it to St. Thomas, as it is necessary to have at least *two*, in order to obtain the right of way.

"You have of course heard from Mr. Ross; I am in hopes of meeting him to-day at Dunnville. I would have written sooner had anything of importance occurred. I heard from the contractors a few days ago; they are ready to execute all the papers.

"My confidence in the success of this grand work increases every day. Yours of the 27th December was received, and the instructions it contained will be attended to.

"Respectfully your obedient servant,

"WILLIAM WALLACE."

The Queen's speech on the opening of the Parliament of Great Britain, on the 22nd of January, in the premonition of expected scarcity, especially in Ireland, recommends the reduction of duties on articles of food.

The *European Times* says, "Sir Robert Peel, England's powerful and brilliant Minister, has developed his future commercial policy—free trade."

The Governor's speech, after noticing his permanent appointment as successor to the late lamented Governor General, says, "I should not under any circumstances have directed your early attention to the consideration of the militia law, but the unaltered state of the negotiations which have been for some time past carried on between the Imperial Government and the United States, renders it imperative upon me to press more immediately upon your consideration the necessity of a reorganization of that arm of the public defence. I feel the most unbounded confidence that the loyalty and patriotism of every class of Her Majesty's subjects in Canada will be conspicuous as they have been heretofore."

Mr. M. went to Montreal by Troy through New York State, and owing to the very heavy falls of snow, was 8 days on the journey. Very important business was to be done during the session. Our subject moved for a return shewing the state of the Provincial revenue in an itemized manner, but did not succeed in obtaining the object of his desire, as few Governments wish to expose the details of their financial proceedings. A new Militia Bill was brought in, on which he expressed a preference for the old law of 1808, inaugurated under the immortal Brock, whereby flank companies here al-

ways kept enrolled and trained for an emergency, thereby forming an active force, ready at any time to take the field, and form a rallying body for the rest. The wisdom of this scheme was well tried in 1812, when nearly the entire Militia force was ready to take the field in defence of their country in from 12 to 24 hours after the declaration of war, as already stated in these pages.

Every effort was still made to procure a re-charter for their railroad.

"ALBANY, April 9, 1846."

"DEAR SIR:—I have just arrived here on my way to Boston. Immediately after receiving your letter of the 30th of March, I went to Mount Morris, got six of the contractors to sign the explanation mentioned in your letter, and it will be signed by all the others when I return here from Boston.

"Every day's experience shows the importance of making each new link in the chain of railroads which is stretching from the Atlantic to the Pacific as direct as possible; and, to make a railroad through Canada one link in this chain, the very best location must be made.

"Truly yours, in haste,
"WILLIAM WALLACE."

"HON. W. H. MERRITT."

April 18.—The important news was received, that "the House has refused to extend the charter of the D. & N. R. R."

The following correspondence after the decision of the Legislature had put an end to Mr. Merritt's project of having a direct route through Canada, to connect with United States railroads, to which those for the particular convenience of Canada should act as branches. They refused through the interest of United States capital; and that a road through central Canada should be built, and that the agency of British capital be adopted.

"DETROIT, May 6, 1846.

"MY DEAR SIR:—As I indicated to you in my letter some time ago on the subject of the Northern Railroad, the project has now received its quietus. It was yesterday vetoed by the Executive, and upon the bill's going back to the House and Senate, it was rejected by both by a very large majority. So there will be, as I said, no Port Huron Railroad at present to connect with Port Sarnia and the middle of Lake Michigan.

"It is a matter of derision here that such representations as are said to have been made before the Canadian committee, by Americans, to the effect that the Americans did not care where the Canada road ran to, or whether it was level or not, and would in either case equally command the American travel, should have the least weight attached to them. If such statements were made by Americans, it is very certain they were persons not only who spoke without knowledge, but whose opinions are not asked by Americans themselves on such subjects. The fact is, that the level road is the only one which can deter competition. Whether this level road was the one first contemplated, or whether it resulted in such a modification of the Western by branches as to make a level line from one point to the other at the extremities, is not so material. But this is quite material: that the central line road would not put boats on the Lake against the level road, but they would put boats on against

a road which had to ascend a mountain or a part of a mountain; and what is more, they know they can keep them there. And what the Central road would do, the Lake combination would do.

"It seems to be thought that all the travel from American sources would be equally secured in Canada by one road as another. But there are these two differences. One, that there are now boats on the Lake that can run through in 18 hours, and nothing but a rapid transit over a level road can divert people from such boats. The other is, that if people are coaxed into Canada by the consciousness that they can go through in the shortest time, *if they please*, they don't care so much about it after they are got in, but scatter and spread off into other routes; because, like Falstaff, they know there is no "compulsion." The very same people who would insensibly find themselves on Lake Ontario and St. Lawrence in one case, would, in the other, never take the first step to cross the line.

"However, when people have tarried a little longer at Jericho they will find their beards longer. Experience makes every body pay, not only for knowing too little, but for knowing too much.

"Your friend,
"E. A. BRENT.

"WM. H. HAMILTON, Esq."

The Parliament had opened on the 21st March, under the new Governor, Lord Cathcart, a gentleman whose chief qualifications lay in being a thorough military man.

The news of the proceedings in England, mirrored by the Queen's speech and that of the members, especially of Sir Robert Peel, was the subject of newspaper articles on this side. One of them, in the Montreal *Witness*, writes in favor of the measure on the grounds of philanthropy, and says, "that the Colonists ought not to put up their small claim against the great good that was to ensue from free trade with all mankind." But when the message from the Government, enunciating in plain terms that the earnings of the Colonists should be subservient, or of secondary consideration to the dwellers in Britain, it was received with astonishment, not unmixed with a lively apprehension for the future well-being of the country.

The message was received, and was acquiesced in in an extraordinary manner, and answer sent on the opening day; Mr. Baldwin, showing his promptness to create conciliatory feeling, said "that he viewed with pleasure this disposition on the part of Great Britain to protect the interests of her colonies."

Mr. Merritt, on his arrival, took the first opportunity of moving an address respecting the St. Lawrence canals, to express his appreciation of the situation, and the duty left to representatives, saying, "and now that the Colony was entirely left to its own resources, it was the duty of the Legislature to endeavour to reduce the price of transportation."

A letter was published in the Montreal *Gazette* from a leading shipowner in Britain, dated 12th December, 1845. * * * * * * * * *

"The privilege we claim for trade to Canada should also in common justice be extended to her other colonies. They would tend to attach our colonial brethren still more strongly to the mother country, the monarchy and our glorious constitution, and gain the assurance that our colonies were recognized as integral portions of the British Empire, whilst at the same time, we should virtually establish free trade in corn with the western States, and thus neutralize their protective tariff by a flank movement, and calling forth in fact (to use the words of the lamented Canning) "a new world into existence," for such Upper Canada may yet be considered.

On the 20th of April a judicious statement appeared in the *Journal*: "The most important business transaction of the Assembly last week relates to the transit and manufacture in Bond of American wheat."

The Parliament seems to be attending to matters generally of a local nature or of minor importance, and the country manifests but little interest in the proceedings.

The next *Journal*, of May, contains Mr. Merritt's speech, and a leader in favour of it, he copies from the *Examiner*, who opposes these views, and ends with the observing of the speech, "it is too large to be digested all at once."

MONDAY, May 4, 1846.

Our subject having prepared himself for the new policy, brought forward a series of resolutions, which he prefaced by the following speech:

Mr. Merritt, in moving the resolutions on the subject of agricultural protection, said: The resolutions which will be submitted for the consideration of this house, are designed to counteract the effect which the recent change in the commercial policy of Britain is likely to produce: no subject of greater importance is likely to occupy the attention of the Legislative Assembly during the present session; I trust, therefore, the house will indulge me with more time than usual, to bring the subject fully before them, particularly as no measure has yet been proposed to meet the altered circumstances of the country.

It is true, the hon. Inspector General has gained great applause, by his exposition of the finances and revenue. I feel much satisfaction in congratulating him on his promise of future usefulness—for few, with his Parliamentary experience, could have done so well. At the same time, I must confess I have been disappointed to find a measure, which, above all others, most interests the inhabitants of Canada, wholly overlooked: a measure which brought forth one of the most able and powerful speeches ever produced by any statesman, in any age, or in any country. In which every conflicting interest was fully canvassed and balanced one against another, and the advantages so clearly pointed out that prejudice and interest gave way to reason and intelligence, one which occupied twelve nights' debate, against which the agriculturalists of Engand cannot feel a deeper interest than the agriculturalists of Canada.

Except a war with the United States of America, no event could have created greater apprehension in the minds of the agricultural population of Upper Canada than this unexpected change in the commercial policy of Great Britain. This apprehension arises from the fact that: since 1842, when wheat and flour was admitted at a nominal duty in the ports of Britain, they have been in a state of unprecedented prosperity—their products yield a fair

profit—a stimulus had been given to industry—the culture of wheat had been extended—capital freely invested, and property increased in value, they realised those advantages and felt content. Ask any farmer to what cause he attributed this increased price for wheat; his reply will be *protection*. Although in England a difference of opinion may exist between the landowner, farmer and labourer, on this subject, no difference of opinion can exist here, as the three are united in one. Notwithstanding this union of interest among the population, there is a marked difference in its representation in the councils of the province. There the agricultural interest predominates, here it finds a tardy advocate; still, I can hardly believe there is a single member who will not admit that, under the existing system, the agriculturalists in Canada owe the present prosperity wholly to protection.

I desire not to be misunderstood. I do not allude to the alleged protection imposed by the colonial duty on articles passing through our inland waters to distant markets. I allude to the protection they received in the markets of Britain—this protection will soon be withdrawn; what equivalent or what compensation is proposed to the agriculturists in Canada in lieu thereof? It is to me unaccountable, to witness the apathy which prevails here on this subject. On the first announcement, in the part of the country I represent, an immediate change in the minds of all was apparent; buildings were suspended and property decreased in value, to an extent no other circumstance would have produced, and you may rely upon it that all who hold a stake in the prosperity of Canada are now looking to the Legislature for some remedy. It is my intention to go back to the time when this protection was first promulgated, and follow up every movement relating to it, that it may be fully understood. In the first place, what says Sir R. Peel: "I am not prepared to select that great interest, connected with the agriculture of this country, and call upon them to resign protection, unprepared at the same time to call on other protected interests to make the same sacrifice." The protection withdrawn from the agricultural interests was, duty on cattle, provisions, corn, other grains, and various articles, the reduction on wheat to cease in three years. The equivalents for this reduction were: The removal of all duty on the raw material except timber. Cotton manufactures, calico prints, now subject to a duty of 10 per cent—to be free. Cotton made up to protect the industry of the country, now 20 per cent—reduced to 10 per cent. Woollen and linen goods made up, now 20 to 10. Metals, 15 to 10. Brocade, earthenware, carriages, now 20 to 10. Silks, 30 to 15. 10 per cent to be the maximum. He also makes other arrangements affecting the interests of other parts of the community, but which will materially benefit that interest in whose welfare the country is so deeply interested, which are thus enumerated: First—The greatest burden which is justly complained of by the agriculturalists, is the rate levied on highways, which is reduced from 6d. and 9d. on the pound to 1½d. and 3d. Second—The law of settlement, which will relieve agriculture from an oppressive burden, besides injustice on the labouring man. (Amount of this reduction not stated.) Third—The encouragement of agricultural industry, by the government loaning money on the security of land, for draining and improving the same, which will develope agricultural improvement throughout the country. Fourth—Charges of expenses of prosecution now paid from local rates, to be borne altogether from the Treasury, estimated for England and Ireland at £117,000. Fifth—In Ireland the whole expense of the police force is borne by the land, hereafter by the Treasury. Sixth—One-half of the medical relief sustained by poor laws, by the Treasury, in England and

Scotland, £115,000, and expense of prisons in Scotland £12,000. Seventh—Education of youth in work-houses, estimated at £30,000; poor law auditors £15,000. On being asked, what would be the whole amount of those various charges? he replied, the estimate upon the consolidated fund was £530,000. Thus we have a clear, practical and substantial equivalent for the agricultural interest, although it was considered inadequate and so admitted. The removal of import duties on the articles they require for consumption, the removal of taxes and other burdens from land. It is to be regretted that the agricultural interest of Canada did not occupy some small portion of his comprehensive mind; if it had, all duties on our products would have been repealed when admitted into the markets of Britain.

We find in the speech of His Excellency the Governor General a most appropriate allusion to this important change, from which the country is led to believe that their claim to protection is admitted, and will not ultimately be overlooked. A few days after we find, in a despatch from the Colonial Secretary, 3rd March last, the policy which her Majesty's government recommended for the Provincial Legislature. After an assurance that the interests of Canada have occupied the place to which they were justly entitled on this important subject, he states, "With regard to corn, I have much satisfaction in reflecting, that if Canada will have to enter into competition with the Western States of America, and to engage in this rivalry, when no longer covered by any protective duty, at least she will not be called to make the effort without some advantages on her side, among which I view her light taxation."

It is by no means surprising that the Colonial Secretary should fall into this common error. It is but reasonable to suppose that a government, with a revenue exceeding £400,000 from imports, should be in a position to relieve its inhabitants from every other description of taxation; but so far from this being the case, not only are the local taxes in Upper Canada higher than in the Western States, but the people possess many advantages which we do not. The Canadian farmer is subject to high duties on all American manufactures, as well as on tea, coffee, and many foreign articles, from which the Western farmer is exempt. It may be said as an offset, that the latter pays higher prices for wool, fine fabrics, and hardware, and those articles on which a high duty is imposed, for the support of their Federal Government, and for the protection of their manufactures. But whether it arises from an evasion of the duty, facilities in obtaining supplies, quick returns, small profits, or whatever cause, those articles are sold as cheap there as here, or so near it that you cannot discover any material difference. Of the truth of this, every merchant in Montreal must rest satisfied what amount of British manufactures are consumed in Vermont, where no impediments exist for smuggling. The same result is experienced on the borders of the St. Lawrence, Niagara and Detroit rivers, as every member of this house well knows.

Another advantage pointed out is "the assistance Canada has received from British credit for internal communications, and the means of carriage without transhipments by the St. Lawrence, which cannot be had by way of the Erie canal." From the same cause, the Colonial Secretary has fallen into the same error. Who could be made to believe at a distance that one of the most magnificent navigations that any country, either in Europe or America can boast of, should, through neglect or mismanagement, increase instead of cheapen transportation? Such, be it known, is at this moment the situation on the St. Lawrence Canal.

The Colonial Secretary thinks the price of transit from Montreal to

Great Britain will be as cheap as from New York. The same opinion is expressed by our Inspector General, although at this moment, the charge on a barrel of flour is 4s. 6d. from the former, and 1s. 6d. from the latter. It is supposed that the increased demand for American products in Britain will have a tendency to increase the price from New York, and thus equalize freight between the two ports; but it is questionable whether the increase of shipping will not keep pace with this demand.

It is argued, on the other hand, by the Inspector General, that the greater the stocks at Quebec, the more vessels will come out, and thus cheapen the freight by competition. I coincide in the view taken by the Attorney General on this subject. Increase your import trade: this will give freights both ways and lessen prices; but under any circumstances, I have my apprehensions the freights will not be reduced from this to Britain as low as from New York.

Let us now refer to the measures introduced by the provincial government. The first was a bill by the Attorney General, equalizing taxes in proportion to the value of land, leaving the burden to be sustained by land. 2d—By the Inspector General, to impose a duty of 2d. per gallon on whisky. This tax is also borne by the grower, and placed on land. Its object is to relieve the several district revenues from the expense of the administration of justice, and placing it on the provincial revenue. The effect is this: Instead of being taxed directly as usual in each district in Western Canada, and paying the money into the district treasury, the money will be paid into the provincial treasury, and the tax paid out of the coarse grain in the same district; it imposes an additional tax on the grower in Lower Canada, it is true, but it affords no relief to the grower in Upper Canada—it is merely paying out of one pocket instead of the other. I should have been gratified to find some proposition for the reduction of internal taxes, duties on imports, and the public expenditure worthy of notice—some measure to save our remaining public land, and creating a fund therefrom to educate the rising generation; some measure to relieve the burden on land, and apportion our taxes more suitably on other property, or some equivalent to the agricultural interest; some measure or some attempt to meet the great change to which this country must shortly be subject.

The dispatch, praying for a removal of the 3s. per quarter duty on wheat, grain, pulse, &c., is well as far as it goes; but it should have extended to all products. The measure designed to benefit the mercantile, carrying and shipping interests for the next three years, is the removal of the three shillings per quarter on wheat passing through our waters to distant countries; as this will so soon become inoperative, it is to be regretted the act will not come into immediate operation. The rapid increase, and extent of the great western country has been well and truly described by the Inspector General; it is a prize worth contending for, and one which we can secure by adopting the proper remedy; but we have intelligent, active rivals, who are not to be met by letting everything take its course, as heretofore. Sir, it is pleasing for me to witness the striking change which has come over the minds of those who formerly opposed the construction of the St. Lawrence Canal; now but one feeling is entertained respecting it; on that work alone rests all your hopes of commanding this trade. What would have been your prospects if it had not been constructed on the enlarged scale, or had it been suspended under Lord Sydenham's administration, and the remainder of our duties to create a million and a half squandered away for what is called improvements, without an

expectation of any return whatever? In December last, I endeavoured to draw the attention of the government and the public to this work, by making a comparison of the charges made by forwarders on the Erie Canal from Buffalo to Albany, prior to July, 1845, on which a barrel of flour was conveyed 306 miles for 9d., when 1s. 9d. per barrel was charged for 180 miles from Kingston to Montreal (tolls not included on either.) The hon. the Inspector General, on the true partisan system, turns those figures against me, says it would lead the public to believe the tolls were equal on both routes, thus increasing the price of freight on the St. Lawrence over the Erie Canal. Had he read that letter, he would find it states that the government are not only deprived of all toll, but the means of raising a revenue—the forwarders descending the St. Lawrence river without payment of toll, and ascending the Rideau, not leaving as much as would pay the lock-tenders. I should not have alluded to this, except for the purpose of repelling a charge which was not warranted. I am not surprised at the government expressing some feeling on this subject; because their inattention or neglect has subjected the entire commerce of Canada to a most oppressive and unnecessary tax during the coming season. Sir, it is unnecessary to enter into any calculations to prove the St. Lawrence will be a cheaper conveyance than by the Erie Canal, because all those calculations depend upon circumstances beyond our control; for instance, if you found your calculations on the government of New York keeping up higher tolls, to pay the interest on their canal debt, you will find by the comptroller's report of 1846, that the debt created for public improvements was $34,329,035
In 1844, it was reduced to..... 20,713,905
In 1846, on 1st January, to..... 17,216,119
While our canal debt is rapidly increasing, we will also find that in 1845, while the toll on the Erie Canal increased $199,808, the toll on the Welland Canal, decreased about $20,000. To what cause is this extraordinary result to be attributed? The Inspector General says, "to the fluctuation of trade," why has this trade fluctuated all one way, leaving the St. Lawrence and seeking the Hudson? He will find the true cause to be a vigilant, intelligent personal superintendence on the one part, and a total neglect, arising from an impracticable system of management on the other—the one lessening prices of freight, the other increasing it. Throughout the world the prices of freight are governed by one rule—the larger the body of water, longer the voyage and larger the canal, without transhipment, the cheaper the price of freight.—Compare the dimensions of the navigation on the St. Lawrence with the Erie Canal with this rule, admit both works to reduce the toll to the lowest minimum, which will ultimately take place, and no person can doubt, which must prove, under equal management, the cheapest route. The Inspector General infers, from the statement of prices of wheat in the Baltic, produced by Sir Robert Peel in 1842, when he first commenced reducing protecting duties, that the Canadian grower can successfully compete with the grower on the continent of Europe, against cheaper labour and cheaper freights. It appears, however, from the returns of exports of breadstuffs from the United States, not over three per cent of the entire quantity reaches the markets of Britain; if these statements be true, and Americans from their more southern ports cannot successfully compete with them, it is doubtful if the Canadian, from the more distant markets, with other impediments, can. But admitting the Canada grower can successfully compete with the European, and that the markets of Britain will insure a fair price for wheat, he will still have to compete with the American grower on his border, this is the only competition we have to

fear, and no sound reason has been assigned why the prices of produce will not be higher in the United States than in Canada. The recent letters published by Isaac Buchanan on this subject have been either passed over unnoticed, or treated with ridicule. He recommends obtaining free access for our products into the markets of the United States, because, in his judgment, the New York market will offer a higher price than the English market: in this opinion I fully concur, should the grower in Canada not obtain as high a price for his products as the grower in the Western States. The consequence anticipated by Mr. Buchanan are not to be disregarded. We only differ in the means to obtain access to the markets of the United States. Mr. Buchanan recommends the imposition of high duties, to force them to admit our products. This would be impracticable, but by drawing their trade through our channels as long as we can, they will be induced to remove restrictions to regain or increase their trade.

It requires no figures or calculations to prove which will be the best market. After 1848, the western farmer will have access to two, the Canadian but one, assuming the limited demand for the Montreal market will be governed by the prices in England. This advantage will give the American miller and merchant the entire command of the wheat trade (except for our limited consumption) of the western states. What follows? On the one side capital will be freely invested, and every description of property increased in value, while, on the other side, everything will remain stationary, if not retrograding, and apathy and dissatisfaction will prevail. This is no mere assertion; the same was witnessed in 1835, '36; and examine the journals of Upper Canada during that period, you will find the efforts then made to obtain access to the markets of the United States. A petition, numerously signed, was forwarded to Congress, praying for admission of our products. The state of the markets, no doubt, was one of the ruling causes which led the inhabitants of Upper Canada to open rebellion and a resort to arms in 1837. If no remedy is provided, the same cause will again exist in 1849. Let us then apply our minds to the application of a remedy. Can we adopt the American policy—encourage manufactures by protecting home market—to consume the products of our soil? No, we cannot; and why? First, an adverse interest would immediately arise between the mother country and the colony, which would inevitably produce separation in the shortest possible time; and secondly, the extent of boundary and facilities offered for smuggling, renders it impracticable. Sir Robert Peel very justly observes, that high duties, called protection, is a false reliance, a delusion on the part of the labourer, and a clear loss to the revenue; both are robbed by the smuggler. Houses in Paris will guarantee the delivery of goods in London for fifteen per cent. If, with their numerous excise, coast guards, and cruisers, goods can be smuggled their at fifteen per cent., they can here for one-half—seven and a half per cent. No person can be induced to embark capital in manufactures in Canada, under the expectation, that any duty, however high it may appear, will protect him from competition in the same article from the United States. It is evident, Mr. Speaker, that if protection be withdrawn in the markets of Britain, it is impracticable in Canada; we have no means of enforcing it, we are powerless. We have, then, but one other course open to us; that is, the removal of all restrictions on commerce, the agricultural interest may then safely rely on the increase of that commerce to create a population, and thereby ensure a home market for the productions of the soil—as well as obtaining everything then consumed at the lowest prices. This policy fairly carried out, will prove

a sound, a durable remedy, and will not only give an ample equivalent to the agriculturalist of Canada, but place him in a far better position than the farmer in the Western States. To attain this end, it is proposed to submit the following resolutions:—

1. *Resolved*,—That, in adopting the principle recommended in the despatch of the Colonial Secretary of the 3rd February last, in which we are assured, "That it is the desire of Her Majesty's Government, that the trade of Canada may, *in all respects*, approach as nearly to perfect freedom as the descriptions of the inhabitants, and the exigencies of the public revenue there, may permit," it is just and reasonable that every existing restriction on the trade of Canada should be removed.

2. *Resolved*,—That, under the existing colonial policy of Great Britain, this province has undertaken the construction of public works of great magnitude, for which a large debt has been incurred, and that its present agricultural prosperity is chiefly attributable to the protection its products have received since the reduction of duties on wheat and flour in 1843, in the markets of the mother country.

3. *Resolved*,—That, fully appreciating the advantages this province ought to possess, over the Western States of America, inasmuch as the citizens of those states pay duties on imports for the support of the Federal Government of the United States, while the inhabitants of Canada are not subject to any similar duties for the support of the British Government, nevertheless, from our present fiscal system and existing restrictions on commerce, and other causes, they are not realized, and there is reason to apprehend the contemplated change in the commercial policy of Great Britain, will confer still greater advantages on the citizens of the United States, than on the inhabitants of Canada.

4. *Resolved*,—That, inasmuch as it is proposed to relieve commerce and extend an equivalent to the agriculturalists, in Britain by a reduction of import duties on all articles consumed, by removing various burdens on land and by providing for the encouragment of agricultural industry, by means of loans raised on the credit of government to improve the same, the agriculturalists in Canada have reason to believe that Her Majesty's government will readily extend a similar equivalent to them for the protection about to be withdrawn.

5. *Resolved*,—That an humble address be presented to Her Majesty, praying that she will be pleased to admit all articles, the growth and produce of Canada, into the markets of the mother country, free from duty.

6. *Also*,—That she will be pleased to recommend, to the Imperial Parliament, that all imperial acts relating to duties on the imports, revenue and trade of Canada, may be repealed, and her commerce relieved from all restrictions except what may be imposed by the provincial Legislature.

7. *Also*,—That Her Majesty may be pleased to open a negotiation with the government of the United States for the purpose of obtaining access for the products of Canada into the markets of that country on the same terms that American products are to be admitted into the markets of Britain and Canada.

8. *Also*,—That the River St. Lawrence from Lake Ontario to the Ocean, may be opened to all nations, subject to no greater restrictions than now exist in passing through the Welland Canal around the Falls of Niagara,

in order that a revenue from tolls may be ensured to repay the cost of the construction of the canals connecting those waters:

The first resolution requires no comment; the truth of the second will also be admitted. The third draws the attention of the government of Great Britain, our provincial government, and the country to a fact, which no quibbling, no sophistry, can control, and no man can deny. The advantages we are entitled to, as a colony, have never been fully realized. Never having been left to our own resources, the necessity for a rigid examination into our actual position never occurred; that time has now arrived when a thorough investigation cannot fail to prove beneficial, and give a proper and correct tone to public opinion.

Suppose a separation to take place, and this province to be united with the American States, what advantages would we gain? We would, in the first place, not only be compelled to surrender all our public land, but become subject to a heavy duty on imports; for what? for the protection of the federal government: and in addition, we would have to support our provincial government without the aid of either of those resources. The government of Great Britain extends that protection to us at this moment, without exacting our land, duty on imports, or any tax whatever, but merely for the extension of hef trade and commerce.

To illustrate this contrast more fully and more strikingly, suppose the government of Great Britain had appointed her own officers of custom, collected all duties on the articles we consumed, and remmitted the amount to her treasury; precisely in the same manner as the same revenue is collected in the different states by the United States government, and paid in to her treasury. And supposing a despatch from the Colonial Secretary stating that Her Majesty's government had withdrawn all protection in the markets of Britain on our products; but, as an equivalent, she has repealed all duties on our imports, withdrawn all her officers of customs, and thus enabled our farmers to obtain every article they consume at the cheapest rate, not only placing them in as favourable a position as the farmer in the western states, but wholly relieving them from the tax to the federal government; and, in addition thereto, the government of Great Britain will continue to perform the same duties as the government of the United States. Would not the announcement of such a despatch, conferring so great a boon, make any farmer in Canada feel he had received a full compensation for the protection withdrawn.

Now all his can be brought about. It is in the power of the provincial government, and a heavy responsibility rests with them if they do not avail themselves of this opportunity.

4. The advantages here referred to are more fully pointed out in my remarks on Sir R. Peel's speech.

5. This resolution is in accordance with the principle by which I have been governed for many years. Since the removal of all duties between this and the mother country in 1842, I have advocated placing discriminating duties on our imports from foreign ports, as an equivalent for the protection our products received in the markets of Britain. However, as this protection will be withdrawn, it is but reasonable we should urge Her Majesty's government to concede to the productions of Canada what she recommends the home government to concede to other countries. The principal articles will be butter, cheese, hops, &c., but it is not so much the amount of the duty

or the extent of the trade on those articles for which we contend, as for the principle.

When the prime minister declared as early as 1842, that Canada, for all purposes of trade, should be considered as if she were an integral part of the empire, we should not, in 1845, be placed on the same footing as foreigners.

6. This resolution prays for the repeal of all imperial acts relating to the revenue or commerce of Canada; it does not include the navigation laws of Britain, because, as colonists, they confer equal advantages on us; the interchange of our products for her manufactures will be continued in our vessels: it applies particularly to the imperial act, 5th and 6th Victoria, cap. 49, passed in July, '42, for regulating the British possessions abroad; it will remove existing discrimination duties, and the bonding system which subjects all articles from foreign parts to an additional duty, which is directly contrary to the spirit and bearing of the late despatch, and the late commercial policy of Great Britain.

7. I am sensible, Mr. Speaker, that many men of sound judgment entertain the opinion that if a free intercourse were opened with the United States, on the same terms as between the citizens of the different states, that it would lead to a separation from the mother country; this opinion was expressed in the address of the North American Colonial association in January last. They apprehended a change in the sentiments of the colonists, if no preference in the markets of the mother country, in case they are offered a free interchange of commodities with the United States. I entertain the very opposite opinion. A change in the sentiments of the colonists can only arise, in their being deprived of this free intercourse. In support of this position, which is highly important to understand, I will assign but one reason: a farmer values his market by comparative not remunerating prices; if equal on both sides of the boundary, and wheat came to 2s. 6d., he would rest satisfied, but not if he received 4s. 4d. and the American farmer 4s. 6d. per bushel. This inequality may not lead to the same result as in '37, but it will produce a strong inclination to favour a part of the United States. On the contrary, were our products admitted into their markets, no difference in price would be visible; the Canada farmer at all times would be placed on an equal footing in all respects, with the Western farmer. This is all the favour he asks; still he will be placed on a much better footing—always bearing in mind that he will be relieved from the import duty to which they are subject; and so far from feeling any desire to change his political situation, he would realize the advantages he possessed, and resist any political change.

After obtaining all that the government of Britain can grant, or all we ask for in this address, much still remains to be done to meet the altered circumstances in which the country will shortly be placed. The Provincial Cabinet need be under no apprehension; though their places may be coveted by others, no half measures will meet this crisis. If ever ability and attention was required, it is at this moment. Hereafter Canada must rely on its own resources, extravagance must be checked, economy practised, and the expenses of the Provincial Government reduced, and its resources now wasted and negected must be preserved and developed.

We insert (regretting the want of room for more) a part of the despatch in answer to the address, the subject of these resolutions. The fiction of law,

making the Queen responsible for the act depriving her subjects in Canada of remuneration for their industry, was never so glaring as the present.

"Downing St., June 3rd.

"With respect to that portion of the address which prays Her Majesty's government to invite the Government of the United States to establish an equality of trade between the domains of the Republic and the British North American Colonies, I am commanded to instruct your Lordship to assume to the Assembly, that Her Majesty will readily cause directions to be given to the minister in Washington to avail himself of the earliest suitable opportunity to press this important subject on the notice of that Government, and that it will not afford Her Majesty's the most sincere satisfaction, if any communication which may hereafter be held for this purpose, shall have the effect which is desired by her faithful commons of Canada."

The important mineral discoveries, which have since converted the sterile shores and islands of Lake Superior into wealthy locations, were now becoming talked of, and capitalists were invited to assist in developing the hidden treasures of this almost unknown section of country.

To assist in the work, he purchased 400 shares in the Lake Superior Copper Mining Company, but having no idea of permanently connecting himself with the undertaking, he disposed of them afterwards.

As the duty on books interfered with the business of bookselling, in which the author was engaged, he represents his views on the subject.

From the Chief Superintendent:—"Price of Irish national books can be imported from Ireland and sold at much less price.

Legislative Assembly, April 16.—"I should be most happy to remove duty on books, as on all other articles, as you will find shortly, but it will take some time.

The much talked of project of a canal, connecting Lakes Huron and Superior found great favour, and he earnestly urged its commencement by our Government, as it would materially assist in developing the mines of the North-West. The Government, however, thought the scheme premature, and the result was that the people of the United States completed a canal on their side of the river, a proceeding in no ways creditable to our Government, some of whom it was then said were not averse to letting Uncle Sam control the route, which was liable to the worked to the disadvantage of Canada, as was seen during the troubles in Manitoba.

June 1st.—Mr. Merritt brought up his resolutions on the subject of Trade and Commerce. Mr. Baldwin appears now to have received light, and says he was afraid that the new policy of England would have a most injurious effect upon Canada, but he trusted he might be mistaken.

Mr. Caley looked upon this resolution as being an interference with the sovereignty of Great Britain, and as holding out a threat that if she did take off the protection from our produce, we were prepared to cast off her sovereignty. Mr. Couchon opposed it—referred to a select committee.

At the commencement of the session he decided upon retiring from business, and devoting himself to the affairs of the country; in consequence of which he disposed of his large milling interests to his son Thomas. Doubtless he then thought that in order to carry out his matured ideas on the question of Reciprocal Trade, that the time at his disposal would be fully occupied.

Our subject first brought before the House his scheme for our altered relations, and heralded forth a Commercial Reciprocity with the United States. As the hitherto almost exclusive trade between Great Britain and her colonies was now abrogated by the repeal of the English Corn Laws, and all countries placed on the same level, thereby encouraging the commerce of a powerful foreign rival like the United States, at the expense of a weak, struggling colony, Mr. Merritt believed that when selfish statesmanship ignored the colonial trade relations, and virtually gave a bid for the best customer under any circumstances, that the duty of the colonists was plainly to make the best bargains they could with their nearest neighbours.

The novelty of the idea created some sensation, but mature deliberation convinced many that the measure would ultimately be adopted.

The Imperial Act taking off the duties on provisions in England was not an ordinary bill. It was one reversing the practice of the kingdom, which heretofore was encouraging "ships, colonies and commerce;" and that had been the policy since the commonwealth, and by which England had become a great maritime nation; it had established her power to an unexampled extent, exceeding the nations among the ancients, and Portugal, Spain, Holland or France among the moderns—many of her possessions being the spoils of war from these States. She was now trying the experiment of preserving her maritime supremacy by the abundance of the "sinews of war," and the power of her navy, without any adjuncts from the help of the colonies, which had been her traditional policy for two centuries. Sir R. Peel and Mr. Gladstone may have calculated the costs, and found the cash balance in their favour, but it was with a different summation to the loyal colonists who weighed this report. They had adhered to the policy of a United Empire, of which an ocean was not to be the boundary.

Our subject was perhaps the most alive to the measure. He especially deprecated the haste in which it was hurried through, both in England and in the Provincial Legislature; ours seemed even to acquiesce before the particulars arrived or the Act passed—to acquiesce in advance to all the ministry might propose. His writings, speeches, and we suppose conversation with his fellow passengers during the journey down, had all been on our superior advantages as colonies over the United States. What must have been his disappointment to find the tables turned, and to find the advantages in the market of the mother country handed over to brother Jonathan without a demand for a corresponding benefit (!)

The following, an extract from the Queen's speech, of January 22nd, gives notice of changes by which the industry of the provinces need be no longer distinguished, and her approbation to the measure calculated to extend commerce and to stimulate domestic skill and industry, by the repeal of prohibitory and the relaxation of protective duties:

"I recommend you to take into your earliest consideration whether the principles on which you have acted may not with advantage be yet more extensively applied to make such further reductions as may tend to insure the continuance of the great benefits to which I have adverted, and to strengthen the bonds of amity with foreign powers."

Following this policy, which it is unnecessary to say through the British constitution was that of the Minister, and not the Queen's individual sentiments, the Premier, Sir Robert Peel, says:

"Wearied with our long and unavailing efforts to enter into a satisfactory commercial treaty with other nations, we have resolved at length to *consult our own interests*. And you may depend upon it, whatever may be the immediate effect, our example will be ultimately followed."

And to show whom he was trying to influence by this amiable doctrine the reporter adds, "Here the Right Hon. Baronet quoted a passage from a report of *Mr. Walker, Secretary and Treasurer of the United States.*"

Let us take a review of the state of the country, and of the character of the representatives to whom were entrusted its destinies at this eventful period. We see that the natural abundance of our productive soil had produced prosperity, and with it an indifference to the acts of the Government.

The increase of the immigrants of 1831–32, who would from association be inclined to view favourably a policy that would provide cheap bread for those to whom, for all they knew, they were related by the ties of blood, returned as members men of similar views, as Killaly, Hincks, Parks, Col. John Prince, Dr. Dunlop, instead of Von Egmont, Durand, Gibson, Duncombe, and Mackenzie.

We have seen the Buffalo and Detroit line vetoed, the best scheme, as is proved by the Air Line constructed since. By the following report in the conduct of similar enterprises we catch a faint glimpse of their design, matured into a finished policy since:—"The report for extending the Great Western to Toronto, and a letter from George Hudson that the Act of incorporation might be granted to them, were favourably received.

The French members voted, if not in sympathy, at least acquiesced in their views when Upper Canada measures were to be decided, as seen in the amendment to the Municipal bill for Upper Canada carried through this session, allowed by the government as a bid for popularity; namely, the election of the wardens, treasurers, clerks, and surveyors, and to be allowed pay for their services.

Mr. Draper moved an act to indemnify certain public officers and others

who may not have taken the oath by law required, followed by a little scene in the House when Speaker Papineau's back salary was granted, when the Hon. Mr. Morin was allowed to take the Speaker's chair for the occasion.

At the opening, March 20th, Attorney General Draper had laid on the table important despatches, dated about seventeen days before.

His Excellency finishes his address to the House, 20th March, with the following oracular lines:—

"The last intelligence from the mother country indicates a most important change in the commercial policy of the empire.

"Until we have a fuller exposition of the projected scheme, which a few days will probably bring us, it would be premature to anticipate that the claims of this province to a just measure of protection, has been overlooked."

The following despatch from Mr. Gladstone, which arrived after the close of the House, conveying the decision of the Imperial Parliament closed the discussion, as far as any legal enactments could be gained in any of the colonies:

"DOWNING STREET, June 3rd, 1846.

"The interests of Canada have occupied the place to which they are justly entitled in the deliberations of Her Majesty's government upon the important subject of changes in the British Corn Law and upon others."

"After noticing the failure of Reciprocity Treaties with foreign powers, and their determination to have free trade, should the government of the United States continue to maintain the scale of import duties now in force upon its frontiers, Her Majesty's Government will view with regret a policy injurious to Canada; but they will reflect with satisfaction on the prevalence of laws more favourable to commerce on the Canadian side, and will anticipate from these laws both a direct benefit to the public and trade of the province, and a further advantage which a constant example will afford to them;" etc.

With a reference to the despatch, three columns long, he concludes:—

"Her Majesty's Government have not felt themselves at liberty to advise Her Majesty to pass by the address of the Canadian Assembly with a brief, or mere formal answer, for which they are well assured may be anticipated the most candid consideration even of arguments opposed to their own; nor can she recognize in this view any distinction between her nearer and more remote subjects, or between the more or less powerful." But with strange inconsistency adds:—Especially when they tend to improve the condition of the most numerous and the least opulent class of her people." But, seeing that this was not argument, he closes with something more like reality:—"It would be a source of the greatest pain to Her Majesty's Government that the connection between this country and Canada derived its vitality from the exchange of commercial preferences, if so it would suggest the idea that the connection had reached the legitimate term of its existence, but it rests upon common traditions and resemblances."

At the close, our subject's hopes of benefiting the country, after an eight years' struggle through colonial legislation being suddenly destroyed, he makes an application for government employment to minister Draper,

in a note from Donegana's Hotel, June 10th, the day after the House closed, he alludes to his losses in business, and says:—"It is necessary I should devote my time to some useful object." He goes into a lengthened detail of the scheme by which the navigation of the St. Lawrence might be completed by next year:

"If it is considered my attention to this object would promote the public interest, I would cheerfully devote my time to it; having no great personal interest, my only motive is to see this work made useful. I care not who are the engineers or contractors on the different works. No time is to be lost, however; and if I do not hear from you during the day, I shall consider the Government do not think the effort necessary."

"W. H. MERRITT."

His application not meeting with a response, and receiving on the same day a commission from the Great Western, he was induced again to turn his attention to railroad enterprizes, with what loss to his private fortune, and benefit to the public, it will be the business of this memoir hereafter to relate.

"MONTREAL, June 10, 1846.

"DEAR SIR:—The shareholders in England are willing a few shares of stock should be subscribed in the United States, and as you have hitherto obtained stock there for other objects, you may dispose of 4,000 shares at £25, equal to £100,000, to be expended between Niagara and Hamilton; and in case a company of responsible contractors will undertake to complete this part of the road, for a fair remunerating price, to be approved of by Mr. Young or any other competent engineer in the employment of the Company, you will please receive the proposal, which the Board, I have no doubt, will sanction.

"I remain, dear sir, yours faithfully,

"ALLAN N. MACNAB, Pres. G. W. R. Com.,

"JAS. B. EWART, Director.

"WM. H. MERRITT, Esq."

On his return from Parliament he visited the States, in the interest of the Great Western Road, making a slight detour to visit his father-in-law at his residence in Mayville. This letter gives a partial account of his mission on behalf of the Great Western Railway, on which he departed soon after reaching his home; as was not unfrequent on those occasions, especially during the warm weather, his health needed the necessary relaxation; in the present instance he was suffering under an attack of the prevailing fever.

"UTICA, July 20, 1846.

"MY DEAR SIR:—We arrived at Buffalo on Tuesday in good time. I was not so well in Buffalo, and, after reaching Rochester in the cars, was obliged to leave them and take a packet boat on the canal to this place, where I remained under the direction of Dr. Peckham three or four days, when I again came round; in the meantime was enabled to attend to my business, which was meeting certain contractors for our railroad, and Mr. Young, the civil engineer. On the 6th inst. finished, made a long visit,

and prepared to return. On Monday the 13th Sir Allan McNab, and one of the Directors of the Great Western road, came out and wished me to go on to Boston to meet an English engineer, who had arrived on his way to Canada to report on the road; consequently I left on Monday for Boston. Arrived at Boston at 6 o'clock on Tuesday, after sleeping from 10 to 4 at Springfield. Finished our business that day, left on Wednesday, and arrived by the Long Island Railroad at 10 o'clock the same evening. Finished my business in New York next day, (Thursday,) and in the evening left in steamer. Remained in Troy and vicinity until 1 on Friday, and arrived here in the same evening; remain Saturday and Sunday, and leave in the morning for Canada.

"Yours affectionately,

"WM. HAMILTON MERRITT."

"UTICA, July 7, 1846.

"SIR:—I hasten to enclose you a proposal from a number of influential and responsible contractors for the completion of the railroad from the Niagara River to Hamilton, and as much more of the line as will, after proper surveys and estimates, amount to £400,000, with the opinion of W. C. Young, Esq., civil engineer, to whom reference was made, that the prices are reasonable and proper; also a subscription list for the stock, to the amount of £100,000 in the Great Western Railroad Company, by the same parties.

"Those contractors are not only responsible, but on enquiry you will find they combine influence, intelligence, and great practical experience. They are all properly organized, possess ample means to commence the different sections, and break ground the moment your specifications of the work are in readiness, and the ground or line marked out. Trusting it may ensure the early completion of the work, and referring you to my private letter for further particulars,

"I have the honor to be, sir, your ob't serv't,

"W. H. MERRITT.

"SIR ALLEN N. MCNAB."

[PRIVATE.]

"UTICA, July 7, 1846.

"MY DEAR SIR ALLAN:—In the absence of all information respecting your movements, I enclose a copy of the proposal and documents accompanying the same; the original I take back with me to be addressed to you from St. Catharines to Hamilton, or any place you may direct, or forward them to London; also the copy of agreement, which has been used only as directed, and the opinion of the members of the Legislative Committee.

"Notwithstanding the few days which has intervened since the receipt of your documents, on the 25th ult., everything has been accomplished which was designed, and I have no doubt the result will prove satisfactory. An appointment was made with the most influential contractors to meet Mr. Young and myself, to whom reference was made, there on the 3d inst., the earliest day the distance they resided would admit. Representatives from three different companies attended, different proposals were submitted for his (Mr. Young's) approval, and rejected. At length, after much time and attention on his part, one was made which he considered equitable and just, and on the evening of the 6th it was decided upon and signed. Perhaps a better selection of contractors could not be made. Daniel Carmi-

chael, of Brooklyn, N. Y., has been for many years the leading man in the firm of Carmichael, Fairbanks & Co., (the latter now in Prussia,) inventors and managers of powerful machines for excavating earth, one now in use on the deep cut, Welland Canal, where I had an opportunity of witnessing the management of Mr. C. in different kinds of work with it. He has been employed on most of the railroads from New Hampshire to Maryland. He will give his personal attention to this line, and I feel confident a more competent person could not have been selected. His company are composed of men of property—they take one-fourth."

"SECOND LETTER—July 8.

"MY DEAR SIR ALLAN:—You appeared desirous to obtain the opinions of the different railroad companies here respecting the route, and value of the work, of the Great Western. No doubt the strongest expressions of opinion could be procured from every Company east of Rochester, if necessary, although I have not had the time or been in a situation to see the directors of either since leaving St. Catharines.

"With regard to the facilities offered in constructing this road: In the earliest settlement of this part of the country, roads were first opened in the most natural and most direct situations from point to point. The Ridge road from Rochester to Lewiston was considered the best in America. It was on table land, on same level to Hamilton and thence to Detroit. Before 1837 this was the only route traveled; thirty stages per day passed through to Detroit. This route is now opened on almost a dead level, via Lockport, to Lewiston and Queenston, where deviating from Lockport to the Falls, to combine the advantages offered by that point of attraction, as well as the connection of Buffalo by the present railroad.

"Two routes offer from the Falls—above and below the mountain. The first lies most direct for Detroit; the latter passes the most extensive manufacturing location in the western part of America, (the Welland Canal); passes through numerous villages, and branching from Hamilton to Toronto. The Western road through Chatham, Delaware, London, Brantford, to Hamilton, will take as many way passengers and some more way freight than any one of the roads named; connecting Stony Creek, Grimsby, Beamsville, Jordan, St. Catharines, and the great manufacturing towns which must spring up on the Welland Canal, to the Falls there can be little doubt in this but the way passengers and freight will pay for cost of construction. These routes will be determined from the combined advantages each possess.

"Again, suppose the road on the north side of Lake Erie, to intersect the Great Western on or about London, was made; it would not only successfully compete with the south side of Lake Erie, and draw far more travel over the western part of the Great Western than it would take from it on the East. I do not consider the Canada Southern road will affect it, terminate where it may. The southern population being inconsiderable, travellers are more likely to pass over this than to travel on the other.

"With regard to other railroad routes: Notwithstanding a charter was obtained last session to incorporate a railroad company to connect Albany with New York by the Hudson, there is no doubt the New York and Erie Railroad will be continued to Buffalo and Dunkirk, and in due course of time on the south side of Lake Erie. But supposing it made, the travel from Boston and New York, via Albany, will go over the Great Western.

"It is well to mention all these routes and place them fairly before the stockholders, although there is not any immediate prospect of their being constructed. I have consistently held to my original opinions respecting the construction of railroads through the peninsula of Canada, running latterly with those lakes. I have never entertained a doubt that a railroad on the south side of Ontario will yield a most profitable investment. This opinion is groundly wholly on the extent of country connected, which is unequalled in either Europe or America, and the facilities presented in the formation of the country to connect it.

"DUNDURN, Aug. 5, 1846.

"MY DEAR SIR:—I have written to Mr. Young this morning. I did not receive your letter till after my return last night from Toronto. I am much pleased with your success, and hope to meet you in Boston. I leave here on the 10th for Boston en route for England. I think that you had better receive proposals for another $100,000 of shares.

"Our accounts from England are good, and I have great hopes that we will commence this fall.

"Yours truly,

"ALLAN N. McNAB."

"MY DEAR SIR:—I am sadly disappointed at not meeting you here. Mr. Miller has arrived—he is with Mr. Young. I shall take them with me to Boston, where you must follow in the morning. Tiffany is with me. It is all important we should meet.

"Truly,

"ALLAN N. McNAB."

The interview occurred as related on the 13th. Mr. Merritt returned to the scene of operations, and Sir Allan embarked on his railroad mission. While thus engaged he writes:—

"3 ST. JAMES PLACE, LONDON, Sept. 10, 1846.

"MY DEAR MERRITT:—I did not receive your letter with the petition to Her Majesty, and papers connected with the Suspension Bridge, for some days after I should have, in the usual course of post, received them. I immediately transmitted them, with your letter, to the Colonial Secretary, but I am not yet informed that any determination has been come to. I shall be able to let you know by the next mail. I am getting on famously with the railway matters, and I am sure we will commence very shortly—by the next mail I think all will be completed, when I will write you.

"I am sorry to observe that my friends in Hamilton are under the impression that you have availed yourself of the opportunity afforded you, by being engaged to assist and watch the interests of the Great Western Railway, to endeavor to induce Mr. Miller to take your part of the line from Buffalo to Detroit—so injurious to the best interests of Canada. I regret this on many accounts, particularly as I assumed some responsibility in the matter of your appointment. I trust they are mistaken, and that you will be able to convince them that such was not the case. I will write you by next mail. You will see all the news. Your new Governor-General will not go out, I understand, till November.

"Yours truly,

"ALLAN N. McNAB."

MONTREAL, Sept. 19, 1846.

"MY DEAR SIR:—I heartily rejoice at hearing of your difficulties being all at an end. You can now turn the energies of your mind satisfactorily to important public matters. I am told Miller, the English engineer, who was sent out by the proposed English stockholders, (without Sir A.'s knowledge), to judge of the line, country statistics, &c., has reported that before ten years this country will be connected with the States, that he could not recommend the investment of any money in the Great Western consequently, and that in such an event the Bertie and Detroit Railway was the only one that could succeed. Very faithfully yours,

"W. H. MERRITT. "H. H. KILLALY.

The high price of provisions in the old country had made business good for the millers here. On the 11th September Mrs. Merritt writes to her father: "For the month past Thomas has been in Ohio purchasing wheat. H. was up last week. He engaged a vessel on his return this morning, to go to Sandusky for Thomas's wheat; and J. P. started for Cleveland on Tuesday, to take money, or rather Bills of Exchange, to purchase more.

The following brief correspondence closes the discussion regarding the most profitable line of railway that had yet been offered to capitalists on Canadian soil:—

BLACK ROCK, Nov. 27, 1846.

"DEAR SIR:—Will you be so kind as to inform me of the prospects relating to the renewal of the charter of the Niagara and Detroit River Railroad at your next session of Parliament. The Central Railroad of Michigan is now in the hands of a private corporation, who are progressing in the most thorough manner with its completion to Lake Michigan, and on its completion, the benefits to accrue to the N. & D. R. R. R., if constructed, would be immense.

"I trust that the project is not abandoned by its Canadian friends. Were it in the power of the Americans in this State to do anything, the effort would be made instantly, and scarce a moment would be lost—were a charter in existence—to commence the prosecution of the work. Will you be so kind as to inform me what are the prospects, and whether you intend resuming your efforts at the next session of Parliament? What did Sir Allan McNab do in his late visit to England touching the Hamilton road? Your early reply will much oblige

"Your friend and obedient servant,

"LOUIS F. ALLAN.

"W. H. MERRITT."

"DETROIT, Nov. 21, 1846.

"DEAR SIR:—You have no doubt heard that our Central Railroad has passed into the hands of the Eastern capitalists. I had the pleasure of a day from Judge Jones when he was last at the Assizes at Windsor, and was happy to hear him say that the Canada road would in some form be made without much delay.

"If business takes me through your part of the country, rest assured I shall try to call upon you.

"Respectfully and truly yours,

"W. H. MERRITT. C. SMOLIDGE."

In October he attended the first Provincial Exhibition, which was held at Toronto, and was pleased to find the proofs of an intelligent and thriving community so well displayed; although not much of an agriculturalist, he took a lively interest in all pertaining thereto, as he felt that his country possessed all the essentials of soil and climate needed to make it powerful and prosperous. At the dinner, which followed, he made an interesting speech on the changes which he had witnessed from the time when his father first settled in the new land.

A petition had been presented our subject from Mr. Deveaux, a friend of Mr. Merritt's, asking for an act of incorporation for a Suspension Bridge across the Niagara River. This was contemporary with a similar measure in the Legislature of New York. Although it passed through our Parliament, the Royal assent was not given until next year, when every preparation had been made for going on with the work. Mr. Elliott, civil engineer was engaged to superintend the same.

"DUNDURN, Nov. 27, 1846.

"MY DEAR MERRITT:—I have received a reply to the petition you sent me for the Queen, praying her assent to the Suspension Bridge Bill, in which the Colonial Secretary says "that Her Majesty having been advised to assent to the Bill, the necessary measures will be taken at the next Council for giving effect to that decision." I have succeeded in all the other matters in the most satisfactory manner.

"Yours truly,
"ALLAN N. McNAB."

1847.

The year opened with great demonstrations of sympathy for their famine stricken fellow-subjects in Ireland. Our subject did not lose sight of the interests of the agriculturists here, and to show, in pamphlets and speeches, the danger of a principle, by which the interests of the colonists would be, while the connection lasted, subservient to British interests.

In relation to one of the agricultural meetings, the *Economist* of February 4th says:—"We notice a public meeting in the Niagara District. Of its paternity we presume there can be no doubt it bears the impress of the hand of the member who represents the section of the country where the meeting was held. It may be considered as an embodiment of the views which that gentleman expressed on the floor of the House in his speech in which he entered into great lengths into the ways and means of the colony."

The following from the Conservative candidate who opposed our subject at the next election, shows the unanimity of views held by both parties at that time:—

"LOUTH, January 1st, 1847.

"MY DEAR MR. MERRITT,—I called at your house on Wednesday morning week for the report as I stated to you I would, but found you had not yet returned, Mr. Boomer however gave it me, which I took to Niagara and made the following arrangements for its printing and distribution, that is to say, that 200 copies be printed in hand bills, one copy of which to be immediately (first of this week) sent to each district councillor to be used at the town meeting, remaining copies to be equally distributed at next session of the council for use of townships, and each editor to give one gratuitous insertion in their respective papers. I hope the above will be satisfactory to you. I regret that Edmundson could not have had it in time. With kind regards to Mrs. Merritt and family.

"I remain very truly yours,

"JAMES W. O. CLARK."

"W. H. MERRITT."

The *Journal* of Thursday, February 11, 1847, says :—

"The state of political quietude which has for some months prevailed in the province, (a quietude induced by the idea that no amendment or change could take place in Provincial affairs, before the arrival of the new representative of royalty,) may now be expected to come to an end. The reply which His Excellency made to the Montreal address will give real pleasure to the friends of those principles of government which obtain in the mother country, and who regard the integrity of the empire as the first article of their political creed. It is a matter of regret that His Excellency should, on his arrival, find a disorganized cabinet, which has violated all those usages, regarded as sacred in Imperial practice. It is hoped that Lord Elgin will at once perceive the feeble character of the Ministry and the Legislature, and as speedily as possible make an appeal to the people. The preparations for such an event, making by numerous constituencies, point to such a course as popular and expedient."

To the Editor of the Niagara *Chronicle*:—

"ST. CATHARINES, April, 1847.

"SIR,—The report of the agricultural meeting in this district first appeared in your journal in November last, in which an entire change in our commercial policy was urged with a view of placing the agricultural on an equal footing with any other existing interest in Canada, as well as on an equal footing with the agriculturalists of the Western States. It also recommended the adoption of such measures as would attain the following objects:—

"First,—The free admission of all the products of Canada into the markets of Britain. Second,—The free admission of all the products of Canada into the markets of the United States. Third,—The equalization of our internal or direct taxes. And fourth,—The removal of all duties on imports as soon as practicable. Each of these separate and distinct measures have been before the public for some months, they have been attended to in general terms by different editors, but not a single reason or argument has yet been advanced against any.

"The attainment of the objects advocated in that report are, in my judgement, essential to the preservation of this province as a colony of Great Britain, as well as to the prosperity of its inhabitants.

"W. H. MERRITT."

"ST. CATHARINES, WELLAND CANAL, February 6th, 1847.

"SIR,—I have the honor to submit for the consideration of His Excellency the Governor General, the enclosed letter from the British Minister at Washington, which relates to the admission of the products of Canada into the ports of the the United States without duty, a measure in my judgement, of far more importance than any other to which public opinion has been diverted. Under this impression I addressed two private letters to the Provincial Secretary here urging the Provincial Government to send on to Washington some private gentleman to the different chairmen of committees and members of Congress who possess influence to represent the justice and advantages it would confer on them to admit our products, and to draw the distinction, which is by no means understood there, between Canadian products and British manufactures, to show the protection party we only require the former to be consumed in their markets, not the latter.

"Mr. Packenham's letter is in reply to an enquiry respecting the actual state of the negotiation, it confirms my previous apprehensions, the Executive there, fearing the opposition of Congress, will not press the subject, the Protectionists do not understand the distinction, they think it a free trade measure which will introduce manufactures from England, whereas we only require the introduction of the products of Canada, say grain, provisions and lumber. These articles they will send both to Britain and here free; no person on the spot will take sufficient interest in it to explain it, the session will pass over, nothing will be done, time will glide on untill a bad harvest in America or an abundant one in Europe, when the price of bread-stuffs in United States will be higher than in Canada, the duty will meet us, dissatisfaction follows, and we will realize the evil, after the time has passed away to ensure the remedy.

"Feeling that I have done my duty in using my exertions in my humble sphere to avert it,

"I have the honor to be your obedient servant,

"W. HAMILTON MERRITT."

On the 6th of February, Lord Elgin arrived in Canada by way of Boston, and was received in Montreal in a manner befitting the antecedents of so distinguished a statesman.

As we have mentioned, agricultural meetings were held, principally in the Niagara District, on the question of Reciprocity. Previous to the opening of the session our subject appears to have been in extensive correspondence with numerous influential persons at Washington. The result of it was, that Mr. W. Hunt of Lockport, laid the matter before Congress in December of last year, and it was resolved, "that the Committee on Commerce be instructed to enquire into the expediency of establishing a Reciprocity between the United States and the Province of Canada, with a view to the admission of the products of either countries to the ports of the other on a footing of equality." Mr. Merritt spoke to the Administrator on the subject, explaining the advantages the country would derive from the measure, and suggested that some competent person should be deputed to visit Washington. The Administrator received the communication without action; but on the arrival of Lord Elgin our subject again reverted to the matter, and his representation was duly attended to, as he received

letters of introduction to the British Embassy at Washington, and all opportunities were afforded him to pursue the object in view. About this period he seems to have broached the railroad communication in his correspondence with his old friend Sir John Harvey, who was now Governor of Nova Scotia. From the stirring times of 1812 a warm friendship existed between Sir John and our subject, and his Excellency may be said to have been as thoroughly Canadian in feeling as if to the manor born. The subject of the railway from Halifax to Quebec, in which Mr. M. took a deep interest, was warmly urged by Sir John, and in his speech to the Parliament of Nova Scotia, he makes the following patriotic, and we might say almost prophetic remarks: "The period at, and the circumstances under which we meet, affords me the opportunity of recommending to your continued attention an undertaking second in its importance to none which has ever engaged the notice of any Colonial Legislature in any portion of the British Dominions. I allude to the projected railroad between Halifax and Quebec, which will constitute the most important link in that great chain of communication, which may be destined at no remote period to connect the Atlantic with the Pacific ocean, and to conduct to a British seaport, from those unto which it is now forced, that vast stream of trade, not only of our own western possessions, but of the rich and extensive grain growing districts of all North America."

The alarming news of the terrible sufferings of the people in Ireland had by this time reached Canada, and the dread story of plague and famine was soon told through the land. In St. Catharines our subject at once convened a meeting of the people, at which he presided as chairman, and in a plain statement of fact, told the story of the distress of their fellow-beings in the old land. An influential committee was appointed, and a handsome sum subscribed, which was soon forwarded to the suffering people. An act which was accomplished generally by the other committees throughout the country.

The demand for breadstuffs by the people in England caused an enormous trade on the canals—as many as forty laden vessels and barges passing down the Cornwall Canal in a day, causing a marked change in that hitherto dull locality.

One of the first acts of the Government was in assuming the control of our postal system, thus doing away with one of Mr. McKenzie's greatest grievances; the first Postmaster General being the Hon. James Morris, of Brockville, who was subsequently connected by marriage with our subject.

Mrs. Merritt says, 12th January:—"They have got the telegraph under way from Queenston to Toronto, and will soon have it to Buffalo. Of town improvements, they have the reservoir finished, and the water brought in; the logs are now being laid to the main street, where there will be a cistern kept full for the convenience of the inhabitants, and in case of fire. The expenses of town, including water works, £1,348 for the last year."

The telegraphic connection between Queenston and St. Catharines was completed this season. On the 19th March, from Hamilton, a few days after Mr. Merritt received, as an opening, a despatch over the wires.

The utility of the Telegraph was soon seen by Mr. Merritt, and he immediately made arrangements for extending its usefulness along the line of the canal, and had a branch line built from Port Dalhousie to Port Colborne, which was of great advantage to the shipmasters and others.

Mr. Merritt left for the Legislature, accompanied by his spouse; they as usual took the route through the States, via Oswego. Stopping at Utica, there was added to the party a relative of Mrs. Merritt's. The following from her diary gives an account of the voyage:—

"We left home 25th May, Mr. Merritt to attend to his Legislative duties in Montreal, and I in search of health, with Frances to visit her father in Utica, came to Queenston in our own carriage, waited an hour, when James took us and our trunks to the boat, and we were soon ferried down to steamer St. Lawrence. Mr. Farwell met us with an umbrella as it was raining. Mrs. Farwell kept her berth. There were about half a dozen ladies in the cabin, one of them went out about 9 to examine the indication of the weather, and observed that it was moonlight, quite still, and we had nothing to fear. Heard passengers going in and out at Rochester. I got up at 12 and opened my stateroom window, the air was warm and balmy, but while endeavouring to get the benefit of it the wind breezed up, and I had to close the window again; slept untill about 3, when felt the vessel rocking, as my berth was crossways I was obliged to rise and hold on to the tables and chairs. I managed to look out, it appeared to be a steady blow and no danger apprehended, so I went to bed and slept soundly till arrival at Oswego, took breakfast at Welland Hotel, and went on board canal packet for Syracuse. The Oswego Canal was full of boats, had a pleasant sail, though too cool to be on deck.

"May 26th, arrived at Syracuse at 4, should have taken cars, only they did not start till six and we would be too late getting into Utica. Mr. Merritt here left us and hired a carriage that took him to Chatenango; he came on board the packet again at ten. After breakfast, went on deck to have a view of the beautiful scenery in that part of the county. Mr. and Mrs. Farwell pointed out every place of interest to us. She was in high spirits getting home, after her journey to Hamilton.

"Cousin Clark came on board and took us to his house. Mr. and Mrs. Craft returning from Cooperstown in the afternoon came down for us and we walked up with them. Called at Mr. Farwell's, the least we could do after their pressing invitation to go home with them.

"On 27th Mr. Merritt went on to Albany by cars, Mrs. Craft and I followed the next day (Sat.) under the the protection of Mr. Munson. In Albany the first person I saw on stepping out was Mr. Merritt, who was waiting for us. Stopped to tea at the splendid Delevan House, went up to Troy in a crowded stage or omnibus, spent part of the evening in the public parlour till fatigued by the company, then retired to our rooms. The pattering of a beautiful fountain in the inner court served to soothe us, also to give an appearance of coolness and variety in a plot of grass and trees.

"Sunday, 30th,—Mr. Merritt took us to the Presbyterian Church. Rev'd. Mr. Burman preached from a singular text from Eccles. 9th chapter, 40th verse, 'For a living dog is better than a dead lion'. He was however, an eloquent preacher and made a most excellent sermon.

"Left Troy at 3 o'clock in a horse car for Mechanicsville, 13 miles; as we passed leisurely along the west side of the Hudson River I had a good view of Lansingburgh, my native town; the Diamond Rock, one mile back on the hill, where with my youngest aunt I once picked up diamonds or rather crystals. The road runs along the river's bank to Waterford, one mile, where I have so often taken a walk with another, and with little girls, and in after years, when going to school in Albany, with aunt Minerva and other young ladies and gentlemen. I could not discover the slightest change; there was old Cornelius Lansing's high board fence with the fruit trees waving above it now as then, that looked so tempting to me in childhood. At Mechanicsville we were hurried out of the cars and on board the the packet-boat. There were three ready to start, and I supposed the hurry was occasioned by each wishing to be first, but was a little startled on entering the cabin to see a respectable looking woman with a babe in her arms and a little girl about six years old who afterwards proved to be the family of the captain, crying and wringing her hands, uttering incomprehensible articulations, such as, 'I know he will be killed, I wish I could get ashore, Oh! dear,' and the like. The boat was rushing on until the water rolled over the towing path; this was covered with men helping us on; one of the women screamed, 'they have cut the tow rope', but the boat still went on pulled by the men, again they have cut the rope; we had 2 lines and six horses. After a while the rope was mended and we pushed far ahead of the other boat which had 9 horses; this they called opposition. It appeared that the captain had served the company for 13 or 14 years, now he had got a boat and set up for himself and that the company were determined to run him off; such a scene I was never in before, and hope I may never be again.

"The scenery along the Hudson is most beautiful. We passed Stillwater; (I once crossed the river at Stillwater with my pa.) Next place of interest is Burmese Heights, and the old breastworks where Burgoine surrendered his army. Passed Fort Edwards and Fort Ann in the night; arrived at Whitehall early in the morning; breakfasted and went on board the steamboat Burlington, which left at 10 o'clock. This is the best conducted boat I ever was in; she had lost one of her wheels, and performed the journey with the other. At Whitehall the scenery is most picturesque—mountains on every side. The river is so crooked that there is one place called the letter S; bays, islands, inlets, groves, and every variety produced by the combination of land and water.

"At length that noted place in history, Ticonderoga, came in view. I gazed and admired, and endeavored to recall some of the fearful accounts I had heard in that wonderful place in years gone by—the most prominent was that of Ethen Allen. I had often heard my father relate the anecdote of his capturing the place with about 80 men; he demanded the British to surrender; they asked by what authority. He replied, 'By authority of ——,' we will not quote his impious threat, 'and the Continental Congress.'

"There is Mount Independence, Mount Hope, Mount Defiance. There were ruins of fortifications at Crown Point, and Chimney Point. The boat passed quite near two pretty little islands; they appeared so lonely and beautiful amidst the waste of waters that I gazed at them as long as they were

visible. A lady told me they were called the 'Two Sisters.' And there is the 'Four Brothers,' not so pretty, but larger.

"About 12 o'clock the boat stopped for the night at Champlaine, or as it is now called Rouse's Point. Breakfasted at St. John's, and proceeded by railway to Lapraire. The country is almost a dead level, with very few trees. There are roads crossing our track every few miles, studded with low French houses of a very uniform appearance, small gardens and some few fruit trees in blossom. The land is all laid out in large long fields, with seldom a tree or a shrub to be seen; indeed the only object to break the monotony of perfect sameness is three mountains in the distance, the largest I am told is the famous cross mountain of old.

"Arriving at Lapraire it rained, and we crowded on board the steam ferry for Montreal, 9 miles. Arriving at this famous city, we came directly to Donegana's. I having a cold, let Mrs. Crafts and Mrs. Merritt go to 6 o'clock dinner. I take a day in their absence to write up the details of our journey."

On the 2d of June, Lord Elgin opened his first Parliament, and in his speech mentioned reciprocity; reiterated the promises of Lord Sydenham, by stating that the Imperial Government were surveying a railway from Halifax to Quebec, and had subsidized steam communication to the same place. The Hon. Peter McGill was chosen Speaker of the Legislative Council, and Sir Allan McNab to the same position in the Commons.

The author visited the capital at the opening of the House. The Governor delivered his speech in a clear, decided tone, and it was received, not without approbation, though the ministry was not popular, or one likely to carry a working majority in the House. On his journey, and also at Montreal, he was witness of the distress of the fever stricken emigrants, who filled the passage boats and sheds.

In the answer to the Speech, our subject took an exhaustive review of the commerce of the country, and trusted that bold and energetic measures would be brought forward to encourage the same; also impressing upon the House the necessity of carefully scanning every item of the public service, as the strange incidents, in connexion with the sale of crown lands, showed that during the past twenty years ten millions of acres of land had been purchased from the Indians, and vast quantities sold, and yet the Treasury was not a farthing richer. Reciprocity was again discussed, and the feeling towards its accomplishment increased.

"St. Catharines, 6th July, 1847.

"Sir,—I herewith enclose you copies of Resolutions passed and unanimously adopted at a public meeting held here last night; Mr. Rykert having been called to the Chair, and myself appointed Secretary.

"Your obed't serv't, BARNARD FOLEY."

"Wm. Hamilton Merritt, Esq., M. P. P., Montreal.

"Moved by A. C. Hamilton, seconded by R. M. Clement:—*Resolved*, That this meeting has learned with alarm that a bill to revive the charter of the Niagara and Detroit Rivers Railroad Co. has passed a second reading in

the Legislative Assembly, as this meeting is of opinion that if such charter shall pass into a law, will seriously injure the prosperity of the Province, by diverting from its canals and Lake Ontario a portion of the trade of the Western States, and by delaying for many years the construction of a Provincial line of railway from Windsor and Sarnia to Montreal.

"Moved by Mr. W. Atkinson, seconded by Capt. Tench: 2. *Resolved*, That in case such road should be made, it would, by diverting a portion of such trade, decrease the revenue which otherwise would accrue upon the Welland and St. Lawrence Canals.

"Moved by Mr. P. McGuire, seconded by Mr. D. P. Haynes: 3. *Resolved*, That in the present state of the public debt, and considering that a large portion of it has been incurred in constructing said canals, it would be unwise to sanction any act which might impair the revenues to be derived from them.

"Moved by Dr. Goodman, seconded by Jacob Hainer: 4. *Resolved*, That the route taken up by the Great Western Railroad Co., from the proposed site of the Suspension Bridge on the Niagara River, passing through St. Catharines, Hamilton, and all the principal towns in the western part of the Province is one which, while it will develope the resources of the country in the highest degree, will also afford facilities for the intercourse between the two sections of the United States in an equal or greater degree than the Niagara and Detroit Rivers Railroad.

"Moved by E. W. Stephenson, seconded by James Boyd: 5. *Resolved* That a petition to His Excellency the Governor General, and also the Hon. the Legislative Council be framed, embodying the foregoing resolutions, and that Messrs. Hamilton, Burns, Clement, Doctor Goodman and Atkinson be a committee to draft the same.

"The petitions were here introduced and read by the Secretary, praying the Legislative Council not to pass the bill, and to His Excellency not to give his assent thereto. The petitions will be forwarded to Montreal as soon as signatures can be obtained.

"Moved by Dr. Chace, seconded by Alva Dittrick: 6. *Resolved*, That the petition now read be adopted and circulated for subscription, and forwarded to the seat of Government without delay.

"Moved by R. M. Clement, seconded by John Copeland: 7. *Resolved*, That Wm. Hamilton Merritt, Esq., our representative in the House of Assembly, be requested to lend his aid in defeating the application for said renewal bill.

"Moved by Barnard Foley, seconded by R. M. Clement: 8. *Resolved*, That the Chairman of the meeting do request Sir Allan McNab and other directors of the Great Western Railway Co. in Montreal, to communicate to W. H. Merritt, Esq., M. P. P., whether it is the intention of the Company to adopt the line of road laid down through St. Catharines.

"GEO. RYKERT, Chairman.

"BARNARD FOLEY, Secretary."

The House was prorogued on the 29th July, after a short and inactive session. On Mr. Merritt's return home, he proceeded to Mayville, where he spent a short time in recuperating his tired system and preparing for the coming events in connexion with the great schemes which were now before the people of Canada, and in which he was particularly interested.

At the close of the Provincial Exhibition in Hamilton, this year, Lord Elgin visited St. Catherines and a portion of the canal, and then went on to the Falls, from thence returning to Montreal in the steamer "*Cherokee.*" A meeting of those interested in the milling interest was called by Mr. M., and the question of Reciprocity was fully discussed, and resulted in a letter being sent to the Agricultural and Arts Association of the province, urging a unanimous action on this subject amongst the manufacturing interests, as it had been done by the farmers.

We think the following letter to his father-in-law, relating to the affairs of the family, may not be considered irrevelant. It was the last communication, and they never met again in this world to sympathise with one another's successes and disappointments. :—

"St. CATHARINES, November 27th, 1847.

"MY DEAR FATHER,—As the season is near closing, it may be satisfactory for you to hear of our proceedings during the year.

"Jedediah continues reading, gaining information, and attending to his Post Office, Lots, Buildings, &c. and enjoys good health.

"William has been reading closely since his return, has regained his health and passed. He is now a Barrister and Attorney, and is now ready for professional business. He will continue however, a few months longer in Toronto, to perfect himself in practice, after which I think it probable he will commence here. He is picking up a small library, and will as soon as he can, send for four or five hundred dollars worth of books to London, of latest reports and standard works, to commence on equal terms with his competitors.

"Thomas has entered into business as deeply as is prudent for so young a man. He continues with Benson, in the hardware business. Their copartnership ended last year, but they are likely to continue in the millirg business, and are making fair profits. They built two vessels last year, the *Welland*, which takes 2400 bbls. of flour, *Shickluna*, (named after the builder) cargo 3,000 bbls., the first cost £2,000, this cleared £1,000 during the season; the 2nd cost £2,200, a fine vessel, but coming out late, has not done much. In addition, Nehemiah Merritt has built a fine three masted schooner, which they manage, cost £3,500, and has cleared £900 or $3600, during the season—so they are largely in the shipping business, which, connected with the mills, is profitable thus far. Thomas manages the mills, all the financial and banking business, and appears to possess the mind and industry so indispensible for any person who enters on the management of so extensive a transaction.

"He has seven runs in stone Mill, is building another with three, and a stone store house in front leading to the canal. These erections will not be complete until March next, when he will have one of the best properties of the kind in the province. His credit in Montreal, New York, and here, stands among the first, so that he has every advantage, and, if prudent, is likely to succeed.

"Mrs. Merritt, I am happy to say, has greatly improved in her health, and if you will come out, we will send for you to spend Christmas with us, and send you back, we will all be then together, and I think you would enjoy yourself for a time at least.

"We are about having a new election, and I may again offer, but not quite certain.

"All well, and nothing new that will interest you.

"Remember me to all our relatives and friend Peacock and family, am very glad to hear that David Beamus is with you, hope he will continue, with my prayers for your health and happiness,

"I am, my dear sir, very truly yours,

"W. HAMILTON MERRITT."

"J. PRENDERGAST, Esq., M. D."

1848.

The Parliament was dissolved, and the writs for the election were returnable on the 24th of January. On the 10th our subject was again elected by a majority of 346. As customary, he made a speech, wherein were advocated the usual reforms wanted, viz.—A law to compel the Inspector General to publish the Public Accounts; Proceeds of public lands to be appropriated in a sinking fund for Educational purposes, Reciprocity, Banking System, A canal at the Sault St. Marie, &c.

As this year Mr. Merritt entered the Government under the new Reform administration called by Lord Elgin, after the old leaders, denominated the Baldwin-Lafontaine Government, we will continue to give extended extracts from his private journals.

The ferment throughout the country occasioned by the abrogation of the Corn Laws began to settle down, and a market for our surplus products in the United States was now sought for.

Mr. Wetenhall writes from Nelson, February 7th, 1848, on the subject of appointing an agent to obtain Reciprocity from the United States:—

"I know no one except yourself in any way competent, to the task, or for whose services we could expect to obtain the desired boon. As Parliament meets so soon, it would be impossible for you to go, as it will be necessary you should be in Montreal, and indeed your services in the coming session will be indispensable as many of the members seem to have a happy ignorance of the details of all mercantile measures, besides your acquaintance with the trade which exists, or rather ought to exist between this colony and the United States is much greater than that of any other member of the House."

Washington Hunt writes his opinions from Washington, Feb'y5, 1848:

"We have treaty stipulations with several countries, by which they are to occupy the attention of the most favoured nations in respect to commerce. . . . . We shall report a bill extending the draw-back system to Canadian wheat manufactured in the States and then exported, we will make your wheat as valuable as our own in the American markets. . . . . We would receive all Canadian productions including manufactures, free of duty."

Mr. Merritt tried to get his appointment to Washington sanctioned by as many of the influential bodies in Canada as possible, as he had no expectation of having his mission authorized by the Government.

Geo. Percival Ridout writes as President Toronto Board of Trade, Jan. 22nd, 1848 :—

"At a general meeting of the Toronto Board of Trade that took place last evening, your communication underwent consideration, and the importance of the subject alluded to was unanimously admitted, and your valuable instrumentality in the matter cheerfully acknowledged."

On March 3rd, there is a long letter from the Secretary of Agricultural Association, saying that since the Government had taken it up, they would not send an agent to Washington.

Messrs. Bronson and Croaker write from Oswego, March 21st, 1848 :

"There has been a report made and bill introduced in Congress in favor of allowing wheat to be imported and exported in flour under Debenture, the same as flour, but that Bill does not go so far as to propose free trade in bread stuffs, but leaves that for our respective governments to effect under a Reciprocity arrangement, which we hope may be effected at no distant day."

The author's acquaintance with the illustrious Canadian patriot, Louis J. Papineau, while an exile in Paris, was renewed, where, sanctioned by long experience, he inculcated lessons of loyalty to the Imperial Ministry, and their old constitution; the responsible government in the colonies he had no confidence in. This view was matured by experience, causing him in his latter years, to be for annexation, and tolerate the absorption of his beloved Canada in the United States.

The Montreal *Pilot* of Wednesday, Jan'y 5th, 1848, remarks on Mr. Papineau's address to his constituents :—

"Mr. Papineau, it is deeply to be regretted, has, after mature consideration, arrived at the conviction that the present constitution is wholly insufficient to secure the blessings of a liberal and responsible Government to the Canadian people, looking to the past history of the country, and to the conduct of former governors. He is firmly persuaded, and we are quite free to admit that he has some ground for his opinion, that Responsible Government will not be honestly administered in the colonies. He apprehends that Downing Street interference will still be persevered in, and that the Governor will be fettered by instructions which will wholly nullify the influence of his own constitutional advisers and of Parliament.

"Admitting as we do, and as our political friends have ever done, that the past history of the province affords very ample grounds for Mr. Papineau's apprehensions, yet we regret that he should decline joining with the liberal party in making the attempt to work under the present constitution, and in endeavoring with them to obtain such amendments in the Act of Union as a regard to the public welfare may dictate. While, however, Mr. Papineau has frankly stated the grounds in which he deems it inexpeient that he should take any part in public affairs under present circumstances, it is highly gratifying to observe that he appreciates the honest exertions

of those who have more faith than himself in the sincerity of the Imperial Government, as well as in the practicability of obtaining a redress of grievances under the existing constitution. Mr. Papineau not only recommends that the liberal candidates should be supported, but we have been assured on undoubted authority that he is decidedly of opinion that no agitation for constitutional changes should take place until another fair trial had been given to the Imperial authorities."

Extracts from private journal:—

"Tuesday, February 15th, 1848, 6:30 A. M.

"Left St. Catharines for Montreal in carriage by Hamilton, arriving at Toronto same evening, called on Proudfoot and Ridout, transacted some money affairs and left at half past eleven, with Mr. Hamilton and Col. Prince arrived at Cobourg at 10 at night, the moon shone in its full brightness, there was no snow—as mild a winter has not been witnessed in the memory of man. On Tuesday breakfasted at Belleville, at Kingston by nine in the evening, and slept at Prescott Friday, there was some snow at this part of the route, thence to Coteau du Lac at 11. P. M., where we slept. Sunday, September 19th.—Arrived at Montreal at 7. P. M., putting up at Donegana's Hotel, same as last year. Monday called on the Hon. R. Baldwin, and presented my letter and statement of the finances of Canada compared with those previous to the union, and the state of New York at present. (Tuesday,) Did banking business for T. R. Merritt, and wrote letters. (Wednesday 23d) Called on the directors of the Great Western. (Thursday 24th) Called on Mr. William Gunn, cashier of Montreal Bank. My son William, whom I left at Toronto, arrived. (25th) Attended to Suspension Bridge business, transferring shares to Stayner, Williamson, Bradburn, etc.

"Attended House, the Governor General comes down, commands the attention of the Legislative Assembly, they walk up to the bar of the Legislative Council, the Speaker of which informs them that he will not communicate the objects for which he has assembled them until they choose a Speaker, that he will meet them on Monday at 2 o'clock to communicate the object for which they are summoned. Thus ends Friday and Saturday in idle ceremony in the place of profitable business.

"Mr. Morin was elected Speaker, 5 to 19 against Sir Allan McNab. Saturday, 26th.—Received the annual report of the commissioners of the canal fund; this is followed by four pages of Mr. Merritt's journal, containing analysis.

"February 27th. Attended the Christ's Church with Killaly. Monday, 28th.—Occupied with the Governor's speech, which, with election notices, occupied this day. I wrote three business letters. 29th.—House occupied with Emigration Bill during the day, reported resolutions. 20th.—Hincks' election, and the Beauharnois occupied until 5 in the morning.

"March 2nd.—On privilege, Hincks, De Witt and Cameron took their seats. (3rd) Amendment of the speech, a tedious debate ensued thereon, which occupied this day. Received a telegraphic communication from Mr. Wallace, of the Southern Railroad, answered in writing that it could not be carried.

"Saturday, 4th.—First meeting was held in the Speaker's room on the subject of aid to the different railroads; he proposes to guarantee a loan of £600,000 for the Portland Railroad, and what may be required for the Great Western. I submitted, in opposition, the terms of last year's report.

"I heard by telegraph from Mr. Copeland, of the demise of Dr. Prendergast. About the same time another distinguished man, John Quincy Adams was called to his last account.

"Wednesday, 15.—Mr. ———, having objected to prorogation yesterday, a caucus was held this evening and a general assent given to leave every measure to the direction of the ministry. Brought in reciprocal resolutions this day. Thursday, 16th.—Urged the assent of the ministry to the measure which was unavailing.

"Plan proposed for raising money for further public improvement in Canada. On the 1st of April, 1847, Earl Grey, the Colonial Secretary sends a despatch to the Earl of Elgin, Governor General on the subject of emigration, recommending him to suggest some plan to promote that object, promising to propose to Parliament, who would not be slow to sanction the employment of the pecuniary resources of the country in the furtherance of such on object. *See journals, page 104.*

"The first consideration is to provide employment to the emigrant on his arrival, to enable him to earn his living without remaining a burden to the Imperial or Provincial Government. This can be most effectually accomplished by constructing public works. The second consideration is in what manner the capital can be furnished with the least expense for the mutual advantage of both countries.

"It appears that Great Britain first became interested in encouraging the movenment of emigration to Canada, that the Provincial Government feel interested in the construction of various public works. The Government of Great Britain have the command of any sum of money on their credit, and the Government of Canada lands, valued at £4,432,118, 6-7ths at their disposal. This capital they purpose laying aside, or appropriating for a common school fund, the interest of which is to be expended for that purpose only.

"To render the most certain and effectual aid to emigration, and create this school fund in the shortest possible time, it is proposed on the intimations of the despatch referred to, to furnish the means, to negotiate a loan of £2,500,000 at once, to be advanced by the British Government, at 4 per cent interest, to be repaid out of the proceeds of land. The money to be drawn for as required for the prosecution of those works which will repay interest of 6 per cent. The lands to be pledged by an act of Parliament for its repayal, and to be applied for no other object. The operation would be thus:—The capital the public now hold invested in land would be converted into money. 2nd, The capital then held in money would be invested in railroads and other improvements, which would repay an interest. This interest would create a fund for common schools and district libraries. 5th, This fund would not only be the means of creating employment for the emigrant, but provide education for the children for all time to come."

In the interim he was occupied in preparing the subjects already hinted at in his address to his constituents.

Our subject supported Mr. Baldwin's motions of No Confidence, which carried by a majority of 34. The House immediately adjourned, pending the arrangements of the new Ministry. Although he agreed with Mr. Baldwin in the inefficiency of the old Ministry, yet he had grave doubts at to whether the incoming one would be better, as he writes:—"I very much

fear the cabinet selected will not adopt the means the country requires—we have seven lawyers, and four of them from Montreal, leaving Malcolm Cameron to represent the business interest of Upper Canada."

"Monday, March 6th—The House waited on His Excellency at twelve o'clock. Ministers inform House they held their places until others are appointed. Tuesday, 7th—Brought in the petition of Brock Palmer, Clinton; Philip Wismer, Clinton; John Ball, Grantham. Wednesday, 8th—Nothing new or doing. New ministry forming. Thursday, 9th. Not yet complete. Nothing done in the House except numerous petitions against sitting members. 10th—Mr. Holmes moves an adjournment. Ministry not yet formed. One fortnight passed away since session and nothing done. Saturday, 11th—Ministry announced by the *Pilot* newspaper:—Mr. Sullivan, a lawyer, Provincial Secretary; Mr. Lafontaine, a lawyer, Attorney General, L. C.; Mr. Baldwin, a lawyer, Attorney General; Mr. Blake, a lawyer, Solicitor General; Mr. Alwin, a lawyer, Solicitor General; Mr. Price, a lawyer, Commissioner Crown Land; Mr. Caron, a lawyer, Speaker Legislative Council; Mr. Leslie, merchant, President Council; Mr. Hincks, printer, Inspector General; Mr. L. M. Viger, banker, Receiver General; Mr. Tache, doctor, Commissioner Board of Works; Mr. Malcolm Cameron, merchant, Assistant Commissioner Board of Works. In all twelve members, seven Lower Canada, five Upper Canada. I very much fear the Cabinet selected will not adopt the measures the country require. Besides seven lawyers, neither of whom profess to understand anything about the finances of the country, we have four gentlemen from Montreal, Messrs. Leslie, Viger, Hincks, and Dr. Tache, leaving Malcolm Cameron to represent the business of Upper Canada, or say United Canada.

"If those departments were filled by individuals selected from or by the people, would the above choice be made?

"One of the evils of the present system appears to be the composition of the Government. Some half a dozen individuals select the Government. Fitness for the situation is not looked for, it is the hope of strengthening a party. I have, from the first session, had my misgiving as to the proper working of the system.

"Sunday, 12th.—Read a most pathetic tale of Irish life, 'The Poor School Boy,' the sentiments in which are instructive, well told, and not likely to be read without emotion.

"Monday, 13th—Presented petitions from the District Councils for a law to pass the Macadam Road through Jordan, when made. For repealing 11th, Geo. 4, Cap. 20 and 3d, Wm. 4th, Cap. 45, of conferring power on the District Council to provide forthe Insane and destitute. Complaining of the injurious effects of 9th Vict. Cap. 2, Act 5, imposing 2d per gallon on spirits distilled in Canada.

Tuesday, 14th—Presented petitions of Suspension Bridge and to reduce capital. Committee on Railroads formed."

In order to give the Ministry an opportunity to mature their plans, the Governor prorogued the House on the 23rd March.

Our subject then addressed the Premier with the greatest fearlessness and entire sincerity, though always with the respect due to stations, either imperial or colonial.

"MONTREAL, March 11th, 1848.

"MY DEAR SIR,—I owe you an apology for my premature note of yesterday, it arose from the information conveyed to me by mutual friends, in your confidence. You are well aware it was my intention to retire from public life before offering as a candidate, from a conviction that my opinions or exertions under any change in the present position of parties were not likely to prove serviceable to Canada. Your letter induced me to change that opinion; from that time my attention has been again devoted to the means of placing the finances of Canada in as favourable a position as those of our rivals in New York, the government of which in 1866, will be free from debt, the inhabitants from taxes, and commerce from toll.

"This idea would have been ridiculed at first by those who have not the application to examine and understand it. Any person venturing to originate any measure effecting great and important changes in any branch of our political or financial policy must expect to encounter ignorance and prejudice; but if the measure is truly sound, of which I have fully satisfied my own mind, they would soon be led to acknowledge the opinion of an individual who has originated more measures which have since been carried into successful operation than any other person in Upper Canada, was entitled to consideration. Those measures, in the confusion of political discussion, may have escaped your mind. I will therefore allude merely to the following:—

"In 1832, the first notice I ever made was for the construction of the ship canal to connect the navigable waters of the St. Lawrence. It was then ridiculed; and although from incompetency, mismanagement and neglect not complete, public opinion acknowledges the wisdom of the measure. The wealth it will create for Canada cannot be estimated.

"In 1833. The repeal of duties in Britain on the exports of Canada was originated by an address—the attempt to obtain this boon, against the agricultural interest of the mother country was then considered wholly unworthy of notice. A personal interview with Lord Stanley in 1842 procured its adoption in the same year. The wealth created to the entire province may be realized by the increased price of 2s. 4½d. per bbl. of flour to the grower.

"In 1835, I brought in the first bill to make the interest payable on debentures in England.

"In 1836, drew up a report recommending the application to Great Britain for Imperial credit, which was reiterated by Sir George Arthur and consummated by Lord Sydenham in 1841. About the same time an address was moved praying for the power of originating bills to increase or diminish custom duties here. It was objected to by Mr. Poulette Thompson, then President of the Board of Trade. In 1840 in a personal interview, he admitted he did not understand it, wrote his despatch (93) which no doubt induced Lord John Russell to propose the British Possessions Act.

"I admit I have been signally successful in my opposition to various measures—the Board of Works Bill—under which the waste of public money has been unprecedented; clause to limit the expenditure of increased revenue, to the payment of the debt for which it was created, in which you voted with me; and all those measures, roads, bridges, &c., which will not repay an interest, had and will have my opposition. It is monstrous to borrow capital, spend it, and not provide the means to pay the interest at any future day.

"These leading monetary and financial measures is proof the subject has seen consideration. It was my intention to render you effectual assistance in working out your system, the success of which, in my judgment, depends

wholly on the ability and industry of the men selected for the management of each separate department. The opportunity has gone by, and I hope those selected may prove better qualified for their several duties. The efforts of an individual member are powerless; I can therefore be of no service in either aiding the Administration or promoting any great leading measures; and on the contrary I feel it a great relief. No pecuniary consideration could then induce me to accept it.

"Having commenced a new Parliament, however, I am desirous to turn my attention to the only object in which I am now likely to prove useful; that is, obtaining the admission of Canadian products into the markets of the United States for consumption, free from duty. Wheat is now near 50 cents per bushel higher on the American side than in Canada, how long that will continue to give satisfaction you may well imagine, therefore the present administration are interested in removing the cause. Your aid will be most useful, and I would be glad to leave this in a few days to effect it if practicable, should it meet your approval.

"Very truly yours,
"W. HAMILTON MERRITT."

"HON. R. BALDWIN."

"Had an interview with His Excellency, who gave me a letter of introduction to John F. Crampton, Charge D'Affairs of the British Embassy, Washington. As no measure was likely to pass, I made up my mind to leave on Saturday.

"Tuesday, 17th.—Copy of a letter enclosed this day from Lord Elgin to Charge D'Affairs named above.

"Lord Elgin presents his compliments to Mr. Crampton, and begs to be permitted to introduce to him the bearer of this letter, Mr. Merritt, who is now on a visit to the United States. Mr. Merritt is an influential member of the Canadian Legislative Assembly, and takes an especial interest in the establishment of equality of trade between Canada and the United States. On this subject, should you be disposed to converse with him, he will probably be able to afford useful information.

"ELGIN & KINCARDINE.

"Montreal, 16th March, 1848."

"Saturday, 18th March.—Left the House at 4 o'clock, with leave. Wrote Eston Crampton, F. Fuller, about Cassells.

"Sunday, 19th.—Attended Christ Church. Mr. Adamson preached.

"Monday, 20th.—Wrote Yates, Crafts, J. Jones, Stamford; Grenville, Thorold; Fillmore, Albany; D. Thorburn the same.

"The first session of 1848 was prorogued on Thursday, the 23rd inst., four days after my departure, having been assembled since the 25th March, about one month, during which eighteen bills were passed; only one, (for inspecting of flour, and assimilating it to the American standard,) is of any commercial interest. The Emigration Bill, one of general interest, and the only one alluded to in the Governor's speech in proroguing the House. The objects alluded to in the opening speech are again prolonged until after the recess, when our attention will be directed to various measures for developing the resources of the province, and promoting the social well being of its inhabitants—a most tardy process, unprecedented for extravagance. It is to be hoped the measures alluded to will give the satisfaction anticipated by the change of administration.

"Arrived in town Sunday 26th, after a week of slow progress. Attended Christ's Church and St. James' Cathedral."

He returned home via the States, and crossed over the river in a basket, which was the mode of conveyance used in the erection of the New Suspension Bridge, the works of which were now being rapidly pushed on. The position in crossing was a novel one, as the reflections likely to arise on being suspended in a frail vehicle at such an enormous height, and in such a situation, can be better imagined than described.

"Monday, 27th.—Returned to St. Catharines.

"Tuesday, 28th.—Arranged business for an early departure for Chatauque on the morrow.

"Wednesday, 29th—Left at 9 o'clock with Dr. Chase's horse and buggy. Mr. W. Copeland and Oswald accompanied me to the site of the Suspension Bridge. Met Charles Elliot, Esq., contractor, wife and two children, who had just crossed in a cradle under a single cable 1¼ inch diameter, (36 strands.) I went over with Copeland and our baggage; examined the ground and work in progress.

"The impression on my mind was that very little work had yet been done. A meeting was called for Friday. Wrote Mr. Street on my arrival at Buffalo, that the 10 per cent. should be called in, as required by the Engineers, and monthly meetings of the Board held hereafter. Wrote Mr. Elliot to prepare monthly estimates, that the Board may proceed with regularly and understandingly in calling in their estimates.

"Wrote to Dix & Hunt, as well as above, to write me if my presence would be of any service. Mr. Charles Elliot's description of the two plans for Suspension Bridge: Keefer's 8 cables; Mr. Elliot's 16 cables. Keefer's 24 feet wide; Elliot's 28 feet wide. Keefer's wagon straggle rail; Elliot's two separate tracks. K.—Supported triumphal arches; E.—Isolated columns. K.—Cables fastened in vertical walls; E.—Without change in the direction continued, same slant, stiffened by How's patent truss above and below the floor—other longitudinal girders. The fastening and the floor is the only difference I can at present perceive.

"My ideas, after crossing the river in the cradle, have been considerably changed. The facilities which the wire cable affords for foot passengers will in a short time dispense with ferries at the Falls and Queenston. The cheapness of these constructions is too great a temptation to dispense with them from Goat Island to the Canadian side; and one of the principal sources of profit, namely, foot passengers, will be reduced. In my judgment the early construction of the railway in connection with the bridge is indispensable, and requires the action of the first meeting to prepare the documents, at least to carry it into effect.

"A road bridge will also be constructed at Queenston, without doubt, to descend both ways, on the same plan, and at one-half the expense. The simplicity, cheapness and security of this contrivance for taking over any burden is strikingly apparent."

He remained home but a short time, during which he received the following letters from Washington, which induced him, after the arrangement of some necessary family concerns, to repair thither:

"WASHINGTON, March 25th, 1848.

"SIR,—I have the honour to acknowledge the receipt of your letter of the 17th inst., inclosing a letter of introduction from His Excellency the Earl of Elgin.

"In reply to your inquiry, I lose no time in stating to you, that I should feel much gratified, should it be convenient to you to visit Washington, to confer with you upon the subject of the desired equalization of duties between Canada and the United States; and I cannot doubt that your presence would very much tend to advance the object Her Majesty's Government have in view.

"This subject, which was brought under the consideration of the United States Government by Mr. Pakenham last year, has not been lost sight of by me; and I had lately a conversation upon it with Mr. Secretary Walker, and with Mr. Dix of New York; both these gentlemen are favourably disposed to the measure; and Mr. Walker promised me to bring it under the consideration of the Cabinet forthwith.

"It would give me great pleasure, however, to put you in communication with Mr. Walker upon the subject; as well as with such of the members of Congress as it would be important to have correctly informed with regard to the practical effect of the measure. Your superior knowledge of the localities, and of the details of the matter, in which I necessarily feel myself deficient, would enable us to overcome much of the difficulty which may arise from a misapprehension of the true bearing of the case by the members of the protectionist party in Congress.

"I have the honor to be, sir,

"Your most obedient and humble servant,

"JOHN F. CRAMPTON."

"HON. W. H. MERRITT, M. P. P."

"WASHINGTON, March 25th, 1848.

"MY DEAR SIR,—It is not to be expected that Congress will make any material change in our revenue laws this session, yet I believe you can do much good by coming here, and if my opinion is of any avail, let me advise you to come on and spend some time with us. You can impart information to members of Congress which may be of great utility hereafter, when a more favourable time for legislation shall arrive. At present, the subject is somewhat in abeyance, awaiting negotiations; the present negotiation does not embrace the objects you have in view; but I think you can do much to enlarge its scope, by making free communications to our Secretary of State.

"Aside from these public reasons, permit me to add that it will afford me great pleasure personally, to see you here and to show you how legislation is conducted in our 'federal city.'

"With great regard, your's truly,

"W. HUNT."

"W. HAMILTON MERRITT, Esq."

Postponing the Bridge matters, which had not been progressing in a satisfactory manner, owing to his already too long but necessary absence, he soon joined Mrs. Merritt in Mayville, where he remained for three weeks in assisting to settle the estate of his father-in-law, Dr. P.

As noticed, Mr. M. had left on Feb'y, 15, to be present at the opening of the House on the 25th; soon after his departure, Mrs. Merritt received the sad news of the serious illness of her aged father, Dr. Prendergast, who was equally the friend and adviser of our subject; she immediately started with her son William to the family residence in Mayville, and arrived in time to be present at the crisis of his illness. He was considered convalescent, and the author replacing his brother in attendance, he rallied for a time, but at length quietly departed on the last day of February, at the good old age of 82—a most esteemed citizen, and an honest man. His remains were interred with those of his parents, in the family burying ground on the borders of the beautiful Lake Chatauqua. A handsome monument was erected to his memory by his sole offspring, Mrs. Merritt. It was designed and made by Mr. Barron of St. Catharines, and was in pyramidal form, being composed of a large piece of limestone, taken from the site of his early Canadian residence on the slope of the hill near Thorold.

"Died, in Mayville, March 1st, Hon. Jedediah Prendergast M. D., aged 82 years, a venerable, scientific, and interesting man, universally beloved for his virtues, and admired for his talents. After completing his classical education in Duchess County, his native place, he studied physic and surgery and became eminent in his profession. He delighted in the study of philosophy, and his powerful mind enabled him to master every subject with ease. He viewed the Deity with homage and admiration, as the source of life and joy, and Christianity as an emanation from Heaven, to bless the world.

"At the request of De Witt Clinton he wrote several articles on the geology of this part of the state, which that distinguished Governor published, as containing much useful information to the public. Although too fond of study and retirement to take much interest in party politics, he consented to be a representative and Senator in this State, and discharged his duty with fidelity and honor. For many years past he has retired from the busy world, enjoying "*otium cum dignitate*" amusing himself in visiting his farms and devoting most of his time to his favorite studies. His conversational powers were remarkable, and as he perfectly retained his mental faculties, he delighted and instructed his friends to the end of his long and happy life. His knowledge was so practical and extensive that they felt themselves honored in his presence, and that they were made wiser, better, and happier by his conversation. Nature however at last became exhausted, and although surrounded with all that contributed to his enjoyment, he wished and prayed for rest, like a wearied traveller. He died suddenly and easily as if falling asleep, with his eyes resting on the glories of immortality. His friends and acquaintances deeply feel their loss, and will always remember him as one of Nature's Nobleman."—*From Westfield Messenger.*

The subject of the above obituary was well known to many of our old residents, having practised in this neighborhood prior to the war. He left but one child, the wife of our subject.

The letters received from Mr. Crampton, the minister at Washington, and Mr. Hunt, stating that he would be happy to have further communications with him on the subject of Reciprocity.

He then left for Washington, where he arrived in the end of April, and remained there on business connected with the treaty until the middle of May.

Mr. Merritt's method of conducting the negotiations while at Washington is given in the following extracts and letters :—

"WASHINGTON, UNITED STATES, May, 1848.

"LORD GREY, Col. Secy. &c. &c.

"My Lord,—

* * * * * * * *

"The first object to which I beg to call your attention is the bill now submitted to the House of Representatives, a copy of which has been enclosed by the latest steamer to Lord Palmerston, and will of course be brought under your notice. The only remedy or means to hasten the period for the inhabitants of Canada to realize the advantages of this bill is to authorize the Governor General of the Canadian Legislature to sanction it at once, without the delay of sending to England, for which you will yourself receive an application, through the proper channel. I take this to be a matter of course, as the Canadian Legislature addressed the Government to negotiate for an equalization of duties, and they authorizing the negotiation, the principal therefore is sanctioned.

"The second measure relates to the repeal of the Navy laws. I beg to enclose a copy of a letter addressed to Lord Elgin. The remedy is simply to secure in any treaty with the United States the right of coasting for British and Canadian vessels on the American coast. And the third is the removal of all import duties.

"I have the honor to be, my Lord,

"With very high consideration, your obedient servant,

"WM. HAMILTON MERRITT."

(MEMO. OF RECIPROCITY BILL.)

"1st.—Address, 12th May, 1846.

"2nd.—Instruction from Lord Aberdeen, June 18th.

"3rd.—In December of same year the application was made—and *there ended*.

"4th.—In 1847 Reciprocity resolutions were introduced, effect produced.

"5th.—The petition to Congress in 1848.

"6th.—Bill introduced similar to this in April.

"7th.—Apprehensions exist from recent discussions that it may not pass.

"8th.—I cannot concur in that opinion.

"I place more reliance on the intelligence and justice of the members.

"The Government of Great Britain have removed the duty on their products.

"The Provincial Government of Canada have reduced the duty on their manufactures.

"They are interested in our products.

"WASHINGTON, 25th April, 1848.

(CONFIDENTIAL.)

"SIR,—The accompanying letters from Jacob Keefer and James R. Benson Esqs., Messrs. Boomer and Ranney, engaged in milling, trade and shipping, is a correct representation of the existing public feeling in Upper Canada

among capitalists, who feel the immediate effects of the existing restrictions, and it is a true indication of what must prevail amongst all classes in due course of time, if not removed, as certainly as causes will produce their natural effects.

"This information is designed for the *Home Government* exclusively, with a hope it may induce them to press the measure, without further loss of time. Under no circumstances should the attention of the *American Government* be directed to the striking advantages which they now possess, politically, by creating dissatisfaction in Canada from the inequality of prices, for although it is their true interest commercially to admit our products, some may favor other views and entertain objections. My next communication will be confined to reasons for inducing them to adopt the measure.

"I have the honour to be, sir,

"Your obedient servant,

"W. HAMILTON MERRITT."

"JOHN F. CRAMPTON, Esq."

"8th May.—Among the Congressional proceedings we have the pleasure of noticing the introduction of a measure to the House, for a reciprocal free admission of Canadian and American products of a certain class—a counterpart to the resolution introduced to the Assembly in June of last year, by the member for this county, but which was not adopted. We trust the Provincial Government, by corresponding with the British minister at Washington, is taking care that the measure be urged upon the authorities there. It is one of more vital importance to Canada, although but little noticed, than a redress of all other grievances which the most discontented could enumerate. The bill was read twice, and referred to a committee of the whole.

"July 6th.—Returned by Gravelly Bay. Directed Mr. Parker to sell no lots until the navigation on the canal was opened.

"Duncan McFarland, Esq., is to send down a statement of the amount paid Rolland Macdonald, and to settle steamboat *Caroline* account as soon as his former clerk returns.

"Friday, 7th.—Visited Lockport, to see Lot Clarke, Esq. Had a long interview, until near 10 o'clock. Returned on Saturday, 8th. Met Mr. Street. I was otherwise detained until night before reaching St. Catharines.

"Tuesday, 11th.—Mr. Elliot proposes in case he assented to make a carriage bridge: 1st, to have all accounts passed upon the principle of the Company being liable to pay the entire outlay. 2nd, Mr. Elliot's estate to be relieved from liability in case of his death. 3rd, The funds of bridge to be applied for no other purpose. The capital on Canada side to be reduced to $100,000. Whereupon I, as President of the Canada Company, submitted the following letter:—

"SIR,—In reply to yours of the 10th inst., complaining that the Board had not made provision to meet your liabilities, I have merely to refer you to the following statement, which shews the Company have advanced $3,741—statement as following:

"The language and spirit of your various letters preclude any further reply. Having refused to furnish the Board with a detailed statement of the cost of the bridge, to enable them to judge of its monthly progress. From the high price paid for material; the increased cost of work, neglect in its execution, with the exorbitant demands made on the Board, they have with great reluctance been compelled to withdraw the confidence they formerly reposed

in you; and in order to protect the interests of the shareholders, they feel it their duty to use every means in their power to place the bridge in charge of another Engineer.

"The Board thought it advisable to defer any action until after the next meeting. The two Presidents are to attend the 1st Monday in August, at the Cataract House, to examine the minutes, etc.

"Up to the 15th attended to my own private affairs. Wrote the Inspector General on subject of Canal. This evening's post brought the welcome news of the passage of the Reciprocity Bill in the House of Representatives. Sunday.—Heard Mr. Atkinson preach. All week engaged in private affairs. Sunday, Mr. Shankland officiated. 29th—Went to Toronto to see Mr. Ridout. Mr. Atkinson did duty on Sunday.

"Monday, 31st.—Attended Suspension Bridge meeting. August 1st. Returned. On the 4th made preparation for an excursion to Chicago. Sunday—Heard the new organ, its first performance; 31st verse of the 33rd Psalm chant. [Here follows a prayer, couched in language similar to what we have quoted before, not infrequent in these memoranda when anything important or unusual occurred.]

"WASHINGTON, July 11th, 1848.

"MY DEAR SIR,—I have just received a despatch from Lord Palmerston acknowledging the receipt of my despatch of May last, which you will recollect I read to you recounting the steps we had taken to bring forward the 'Equalization of Duties Bill'; and Lord Palmerston directs me, in compliance with a request from Lord Grey, to whom he communicated my despatch, to procure and transmit to his (Lord Palmerston's) office, 'a copy of 'the evidence which W. H. Merritt is stated in your (my) despatch to have 'furnished to the Committee of Commerce in the Senate and House of Re-'presentatives.' I did not, I find on referring to my despatch, say that you had 'given evidence' and been formally examined by the Committees, but only that 'the correct information which your presence in Washington 'had enabled you to impart to those committees had gone far to remove 'any apprehension which might have been felt in some quarters as to the 'effect of the proposed measure upon the markets of the Northern States of the Union.'

"This information the colonial office I presume wish to obtain; but as I did not understand that it was taken down by the committees or printed, I presume I shall be enabled to procure it from them; I have not yet enquired of them, but intend to do so to-day. I write to you, however, at once, in order that if the information you communicated to the committees was *not* taken down in writing you may yourself be good enough to furnish me with the substance of it.

"I have had frequent conversations on the subject of the the bill with Mr. Grinnell, Mr. Dix and Mr. W. Hunt, and the latter assured me that the bill would be taken up and passed last week. Mr. Grinnell told me the only symptom of opposition to it he had met with in any quarter was from Mr. Bradbury, the Senator from Maine; but that he hoped to get over this—it related only to *lumber*. Would it not be better to throw the lumber overboard for the present rather than risk or delay the passage of the bill?"

"Believe me, dear sir,

"Your's very sincerely,

"W. H. MERRITT Esq., M. P. P." JOHN F. CRAMPTON."

HOUSE OF REPRESENTATIVES, July 12, 1840.

"MY DEAR SIR,—The Canada Reciprocity Bill has just passed the House, almost unanimously. There was a show of opposition, but we promptly put it down. The Bill may pass the Senate in a day or two. Consider it settled. I would send this by telegraph, but the difference is only a day or two, and I presume you will see it announced in the Buffalo papers as soon as a special despatch could reach you."

"(In great haste.)

"Believe me your's truly,

"W. HUNT."

"HON. W. HAMILTON MERRITT."

The St. Catharines *Journal* extra July 15th, 6, P. M. says:—

"RECIPROCITY BILL.—Wm. Hamilton Merritt, M. P. P. for the county of Lincoln, has just received letters from the Hon. Washington Hunt, Chairman of the Committee of Commerce, and the Hon. Joseph Grinnell, announcing its passing the House of Representatives on the 12th inst. * * * Contemplate the effect which removing all existing restrictions would produce on the commerce and wealth of Canada.

"Situated on a direct line between Great Britain, where capital, manufactures, and a dense population has been increasing for ages, and an inland coast exceeding 4,000 miles above the Falls of Niagara, capable of containing a population of many millions, with a soil and climate producing the fruits of the earth in great abundance, who will venture to predict the extent of the exchanges between these two countries—the profit to be realized by individuals—the revenue to be derived from tolls by the Government—the number of emigrants passing through, or the prosperity and wealth created.

"To ensure this trade, our Canals must be finished to admit the passage of a vessel to or from Lake Erie to the Ocean, drawing at least nine feet six inches of water, after which, from May until October the major part of the commerce of the Western States will pass through this channel; for the remainder of the season the trade of Canada will seek Atlantic ports through the United States, thus securing to the inhabitants of each all the natural advantages that either could possess were they under the same Government.

"We heartily congratulate the country on the passing of this Bill, and trust that no delay will occur to retard or defeat the cheering prospect it holds forth."

During the Summer he was busily occupied in connexion with the large Suspension Bridge.

"Monday, August 7th.—Left home for Chicago, via Falls and Buffalo. To Cleveland in 16 hours; to Detroit, then in steamer *Sultana* to Chicago. Here he received a letter from Montreal, which induced him to retrace his steps, leaving the completion of the wheat purchases down the Illinois river to the author, who had accompanied him thither.

In the Autumn he went for the first time to Chicago, which was now fast becoming an important grain centre. His companion from Detroit westward, besides the author was a Mr. Stinson from Hamilton.

On arriving in Chicago, Mr. Stinson attended several of the great land sales of the school commissioners then going on in that town. He, being without funds and wishing to speculate, requested our subject to introduce him to the commissioners, which he did with pleasure. Mr. Stinson's speculations on this occasion, as is well known, resulted very successfully, whilst those of our subject were, owing to the high price of produce, the reverse.

At this time there were neither Telegraphs, Railroads, or Banks in the State of Illinois, he travelled through the country in a buggy, and part of the time on the river by steamer and the canal by boat.

Arriving at St. Catharines, the memo. continues:—"Friday, 8th, received a telegram to repair to Montreal. 9th—Arranged business, and wrote answers to my letters. 10th—Heard an excellent sermon from Mr. Atkinson on keeping the Sabbath day. Monday, 11th—Drove down to Niagara with son Thomas; crossed over in steamer *Magnet*, and arrived at Kingston on the 12th, next day; and left in *Passport* at 7. 13th—Arrived at Coteau, and Montreal at 10 o'clock.

"Wrote Ridout on subject of currency: Widmere on the subject of the Western country. Thursday, 14th—Having been offered the situation of President of the Council yesterday, took until this day to consider of it. Having no knowledge of the duties, and no inclination to confine myself to mere official routine, determined to decline it; but Messrs. Lafontaine, Sullivan and Baldwin assuring me it was a situation which would give me the best opportunity of bringing my views before the Government, and in which I could render more essential service than having the immediate charge of any single department, I addressed Mr. Lafontaine the following letter:—

"MONTREAL, Sept. 14th, 1848.

"Sir,—Your enquiry whether in case His Excellency offered me the situation of President of the Council, I would accept it, was wholly unexpected. However, after mature consideration, I have decided to accept it, as you have been in possession of the measures I have advocated, viz: the creating of a perpetual fund from the proceeds of the public lands, for the support of common schools, establishment of district libraries, &c., I consider it equivalent to accepting those measures by the Government.

W. H. MERRITT."

"To Hon. ROBERT BALDWIN."

After his return from the West, the communication he received was that his name was on the list of Ministers, in the capacity of President of the Council. He immediately left for Montreal, and after a long interview wherein his ideas on the general policy of the country were agreed to, he decided upon accepting the office, and immediately returned to his constituency for re-election, which was appointed for October 6th, and in this case he received the support of both parties, and returned without opposition. Previous to his departure for the seat of government, his constituents presented him with a congratulatory address, to which he replied in fitting terms, expressing unbounded hope in his country's future destiny. His journey to the West had impressed him with the future prospects of those

boundless prairies which were now rapidly coming under the control of man. With almost prophetic language, he professed they would see the time when the productions of this vast country would severely tax the capacity of the most extensive means of outlet to the seaboard for the rich and productive crops of cereals and cattle, which the land would produce. Under the influence of these ideas, he first thought of the scheme for transportation, which he afterwards, when Minister of Public Works, proposed to the country.

We consider it advisable to notice the affairs that preceded at greater length, so as to explain the cause of our subject's entering the government; and when there, the patience and perseverance in which he directed the affairs of the council during the peculiarly exciting period of our history.

Mr. Baldwin, immediately at the conclusion of the election contest, sends Mr. Merritt a party missile requiring his adherence, whether Mr. M.'s measures were brought in or not. Our subject, in his reply, plainly tells Mr. B. that no other plea than acts for the improvement of Canada, will keep his adherence to Mr. B.

11th July, Mr. B. writes again, and appears anxious to engage Mr. M., by a commission in the University, which had the recommendation of a liberal remuneration from the college funds.

Mr. M.'s absence to the West prevented his answering immediately, and before his return a more responsible office was tendered.

The Montreal *Herald*, in a communication from Washington dated 18th May, on the subject of Reciprocity in Congress :—

"DEAR SIR,—I wrote you from N. Y., which I left on Saturday last and reached this city on Tuesday, where I found our friend Merritt, who has been doing good service." (Closes all with "thanks to Merritt.")

An article in the *Globe*, 1st June, says :—"Should the bill pass, Mr. Merritt will have earned the thanks of his Canadian fellow-countrymen."

The notices of this mission were not confined to Canadian papers, for the circumstances of his being in Washington in a semi-diplomatic capacity was noticed in the United States papers as well.

Mr. Cameron writes, Montreal, June 9, 1848 :—

"Young, Uniack and Tobin have been here from Halifax, they are for free trade—and if the Congress passes your Bill, it will be met here without delay; and it is now clear that the navigation law will be abolished."

Mr. Hincks writes from the capital to our subject, 27th July:—

"Messrs. Sullivan and Lafontaine have gone to Washington, and will, I hope, arrange satisfactorily about bringing the new act into force. We shall not shrink from the responsibility of an order in Council. The administration has already done all that it could."

Extract from the Montreal *Courier*, August 3rd, 1848:—

"Two of the Executive Government are now out of town. Mr. Sullivan and Lafontaine are at Washington, whither they have proceeded on some business connected with our mercantile relations with the United States."

HAMILTON, August 14, 1848.

"I am desired to assure you of the high sense the Board of Trade has of your great and valuable services in bringing about the Reciprocity Act. Every exertion must be made, by petition and otherwise, to have its promulgation of the free navigation of the St. Lawrence pass in Britain."

"J. S. BROADGAST."

The St. Catharines *Journal* says:—

"The U. S. Congress has risen without passing the Reciprocity Bill, and which only required its final reading in the Senate."

The Toronto *Colonist*, Aug. 31, 1848, says:—"We have had several deputations to Washington; the last was that of the Provincial Secretary, and Mr. Lafontaine.

"The Government at Washington is remarkably accessable, but it is already agreed on there, that the price which Canada shall pay for the United States market, will be taken in instalments, amounting in the aggregate to the ultimate incorporation with the States under one Federal Government. This is no secret, it is perfectly understood on both sides.

"Free Trade, it will be seen, is doing its work. The urgency of Lord Elgin's language is portentious; it is full of significance; and now that the Navigation Laws are not to be repealed this session, we may expect, on the part of the annexers and the Montreal free traders, something in the shape of physical force demonstrations. This is quite in unison with the progress of the age, and by no means unfashionable at the present moment, in more places than Canada."

Continuation of remarks from the press, on the failure of the Reciprocity Treaty, and appointment of our subject to the office of President of the Council:—

In Sept. the *Spectator* says:—"We failed to secure the measure by our anxiety to effect it. We wonder how the only way in which a free commerce in the natural productions common to both countries has been sought, was by negotiation in Washington, commenced by Mr. Pakenham and continued by Mr. Crampton. It did not appear by the debates in the Imperial Parliament on the free trade measures, nor by those in the Provincial Parliament, on the present Customs bill, that any member thought of them as inducements for the Americans, admitting our products duty free.

"Mr. Merritt's presence in the Executive Council, is no doubt regarded as an aquisition by his colleagues, and he may yet prove to be the chief of the party.

"He goes into office under the greatest responsibility, because of the large expectations which are entertained from him; his advent to office is hailed by his constituents and admirers as a pledge that those measures advocated by him, and now approved of by so many, are about to be acted on by the Government.

"The 'word of promise' must not be kept to the ear, and broken to the hope. The time has fully come, when the great interests of this colony must not any longer be sacrificed, either to party prejudice, or party interest. Our present constitution gives us the power to originate, and legislate, on those great measures which are now agitated among us, and the people look for, and expect, that the present Government will be true to their principles and declarations of pre-eminent love of Canada."

The *Journal* says :—

"The *Spectator* will please hold the gentleman he mentions clear of any responsibility for what appears in these columns, except over his own signature—we have not seen him for about two months."

"REWARD OF MERIT.—The appointment of the Hon. W. H. Merritt to the Presidency of the Council, is emphatically 'the reward of merit.' All parties must therefore concur in the appointment, however irreconcilable it may appear to some persons, that in rewarding merit the condition should be, that Mr. W. H. Merritt should be necessitated to sit at the same Board as his quondam, foul and unscrupulous assailant, Francis Hincks. But we shall indeed wonder, if Mr. Merritt does not manage, in the position he has attained, to make his own out of Mr. Hincks, and every other member of the Council. There are queer things ahead.—*Colonist.*

One of the causes of the call of our subject to the Government, was a consciousness in the dispensing power, whether that may be in England or here, that the people were dissatisfied with the neglect of their interest —one of these the neglect to repeal the Navigation Law. A meeting in Montreal is noticed in the *Journal,* on June 22nd.

The speeches were very interesting, and fully exemplified the benefits which the province may derive from her vast canals—not only from the business that will be furnished throughout the length of the province, but from the fact that such a revenue would arise from tolls as "would pay the expense of the Provincial Government, and leave a considerable balance.

The duties could then be entirely abolished, and the Custom House being done away with, goods for consumption, or for wearing could be brought in free from any tax. This is a consummation for which our people cannot but earnestly wish; a freedom of export duties—the trouble and annoyance arising from their collection, and that great temptation to crime in the shape of false invoices, swearing, and smuggling. We are thankful to Mr. Glass for the statement above, and believe it will not much longer be regarded as one of Mr. Merritt's "crotches."

The following is the oath of secrecy taken by members of the Government; and as there is no disposition to impair the Queen's authority, for the prosperity of her Canadian subjects, we feel no hesitation in continuing the extracts from Mr. Merritt's private journal and correspondence, although some of the items may be construed into disclosures of secrets of State.

"THE OATH OF THE MEMBERS OF THE COUNCIL :—I, , will serve Her Majesty truly and faithfully in the place of Her Council in this Her Majesty's Province of Canada; I will keep close and secret all such matters as shall be treated, debated, and resolved on, in Executive Council, without publishing or disclosing the same or any part thereof, by word, writing, or any otherwise, to any person out of the same Council, but to such only as be of the Council; and yet if any matter so propounded, treated and debated in any such Executive Council, shall touch any particular person, sworn of the same Council, upon any such matter as shall in anywise concern his loyalty and fidelity to the Queen's Majesty, I will in no wise open

the same to him, but keep it secret, as I would from any person, until the Queen's Majesty's pleasure be known in that behalf. I will, in all things, to be moved, treated and debated in any such Executive Council, faithfully, honestly, and truly declare my mind and opinion to the honor and benefit of the Queen's Majesty, and the good of Her subjects without partiality or exception of persons, in no wise forbearing so to do from any manner of respect, favour, love, need, displeasure, or dread of any person or persons whatsoever. In general I will be vigilant, diligent and circumspect in all my doings, touching the Queen's Majesty's affairs; all which matters and things I will faithfully observe and keep, as a good Councillor ought to do, to the utmost of my power, will, and discretion.—So help me God."

"Was sworn in on the 15th of September, returned to St. Catharines, and as soon as the writs could be made out, a new election took place. Having resigned as member, was re-elected on the 6th October, left St. Catharines on the 11th, Wednesday, and arrived in Montreal on Saturday morning, the 14th inst.

"Took lodgings at Donegana's, attended Council to observe the routine, before assuming the duty. Addressed a letter to the Commissioner of Public Works, a copy of which is in my private letter-book, drawing their attention to certain parts of the Erie Canal reports, and presented them with a *full set* of canal documents, expressing a hope it would be useful in their forthcoming report. 2nd, Referred the letter of Francis Hall, Esq. 3rd, And transferred the letter of Mr. Scott, of the Board of Works department, to the Provincial Secretary. 4th, Private letters from J. Prince, M. P. for Sandwich.

"Monday, 16th October, 1848. This day assumed the duties of my office as the President of the Committee of the Executive Council of the Province of Canada, not President of the Council, as generally supposed, inasmuch as on the final passage of a measure the Governor presides.

"Tuesday, 17th,—Examined the various documents with Mr. Joseph to submit to the Council on the morrow, also saw applications with Mr. Lee. Devoted the remainder of the day until half past 5 in preparing a commercial statement.

"Wednesday, 18th,—The Council assembled at half past ten, disposed of the business submitted for their consideration, which were presented for the examination of His Excellency who referred to the Board for any information on any given point.

"Thursday, 19th,—Devoted this day to the preparation of the comment and statement on land. Wrote Crampton and Yates to send the information sought for respecting customs, and Dix respecting Reciprocal Bill, Dunscombe for quantity and amount of imports.

"Friday, 20th,—Examined the various documents to be presented to the Council on the morrow, and devoted the few moments to be spared after seeing all applicants to the Government, to the preparation of my report.

"Saturday, 21st,—Spent this day in council, after examining Doctor Ryerson's bill on the amendment of the Common School Act, very little done, except the ordinary routine business, on which I contemplate suggesting an improvement, requiring each department to make out their own reports. Received Thos. R. Merritt's note from Mr. McNought."

Our subject was not long discovering, after entering into the Council, whose operations were heretofore only judged by their result and those too frequently chronicled *nil.*, that Imperial subjects were given for the discussion of the Council, and until they were disposed of, those devoted to Colonial affairs were left in abeyance, Mr. Merritt persevered in the hope that something could be made out of them and though protection had been withdrawn by the upturning of the colonial policy; yet that something for Canada could be gained out of an extended emigration and the loan of an Imperial credit. With this view, with how much patience, if not at the entire exhaustion of their own, our readers will see, he waded through Minister Sullivan's memorial for the transplanting of the famishing Irish to farms in Canada, or the scheme for supporting pensioners here, of a similar design.

"B. B. Sullivan's letter of the 10th June last, to the Right Rev. the Catholic Lord Bishop, in a reply to a memorial which I have not seen, develops a scheme for the settlement and disposal of public lands, which is, First,—To make a free grant of 50 acres to every actual settler (No. 3) and the right to occupy 150 acres adjoining on payment of 4s per acre in land scrip, obtain a deed on clearing 16 acres of the 50, and 15 acres and payment of the 150 (in No 10,) To make a lot of 200, which if scrip is 50 per ct. discount, will reduce the land to 2s. per acre, or £15.

"The Government on their part, to place an agent in the settlement, to place each settler on his lot; whether his passage is paid, and furnished with provision does not appear.

"To clear a road to this settlement, to lay out leading roads through it, and to employ a surveyor to lay out side-lines (see 4, 5, 8.) No estimate is made of the expenses of surveying—of clearing those roads—of maintaining an agent—of finding those emigrants—of paying their conveyance to the land—of maintaining roads, bridges &c., after being made.

"No. 11—Does not regard Crown Lands as sources of revenue—still—

"No. 12—Recognizes that principle.

"No. 13—Points out the real end which has existed in giving large tracts of land to individuals, at the same time points out the true remedy to counteract its injurious effects—taxation.

"No. 14—Points out the fact that real obstacles to settlement has heretofore existed, but does not assign the true cause, which is the neglect, mismanagement and interference of Government since war of 1812.

"No. 15—Alludes to £20,000 which the Provincial Government thought it right to contribute to the expenses of emigration. How, when or where this grant was made does not appear.

"The British Possessions Act, 2nd clause, 809 Vict., Cap. 93, relates to free ports, and foreign vessels not applicable to passing vessels.

"Sunday, 22nd,—Attended Trinity Church, heard an extemporaneous sermon from Rev'd Mr. Campbell, not well arranged. Wrote Mrs. Merritt, J., W. H., and T.

No apology is, we are sure, required for the insertion of the following epistle, as it details better than aught else the ultimate pursuits of our subject:

" 22nd October, 1848.

" My Dear Catherine :—Since writing you last Sunday I met Gen. Evans going into church ; he was a Brigadier in 1812, whom I served with in that campaign, and I have not seen him since—he recognized and stopped me in the street. I have met with another old friend ; he commanded a vessel called the *Goree* ; he afterwards came out as Colonial Governor's Secretary. He will make an inspection tour through Canada, when he will call on you ; these are all I have seen. I have not paid a single visit, and expect not to for a month.

" I am bent on operating great changes, and until they are matured by me and discussed by the Council, and decided on by the Governor, I must be entirely occupied by them. The situation of this Province is discouraging.

" There is no inducement for my remaining a single day longer than to accomplish the object I have in view.

On the 29th he says, " I rise at 6, or as soon as I can get a fire ; after breakfast take a short walk ; go to my duty at half-past nine, and remain till 5, or after ; take a short walk and dine at 6 ; at 7 again commence, and continue till 10, or 11. It will take me at least 10 days to prepare the measures I have on hand.

" A great degree of responsibility is expected from William H. by the mercantile and agricultural interest.

" I have plenty of assistance to copy, but the arrangement devolves wholly on myself. Two days are taken up in council, passing the time in seeing people and talking over their business, so that the night is the only time left for reflection.

" Monday, 23rd,—Answered several letters, (see letter book,) omitted sending J. Decon $4 ; ever compiling measures and tables in which I find great difficulty.

" Tuesday, 24th,—Wrote Creighton on subject of Hydraulic Concern, examining tables.

" Wednesday, 25th,—Council day for a number of cases (see the scroll book.) The entire day occupied, and only from 7 to 10 at night, for compiling tables.

" Thursday, 26th,—Made progress in tables, Mr. Hensleigh in the quantity of imports, Begly commenced the entire expenditure under Board of Works, in amounts paid before the Union for unproductive property.

" Friday, 27th,—Examined the various documents relating to the measures under consideration, during this day.

" Saturday, 28th,—Council day, very little business transacted, occupied the entire day.

" Sunday, 29th,—Attended Methodist chapel—a dull day.

" Monday, 30th,—Wrote Notman respecting Darling's letters. Remainder of the day preparing tables.

" Tuesday, 31st,—Wrote Creighton and Eston, and devoted remainder of the day in preparing and arranging my programme.

" Wednesday, 1st. Nov.,—*Fete obligates*—no Council—a full day's work.

" Thursday, 2nd,—Preparing tables as a reference.

" Friday, 3rd,—Succeeded this day in closing up one measure relating to the public lands, and enclosed it to His Excellency for his perusal.

" Saturday, 4th,—A Council was summoned this day, in consequence of a committal and sentence of death for rape, for which the man was sentenced

14 years in Penitentiary; I think the punishment excessive, but he may be pardoned ere this term has expired.

"Sunday, 5th,—Rainy day—attended Trinity.

"Monday, 6th,—Wrote several letters, family, &c. Continue compiling measures and tables.

"Tuesday, 7th,—Same employment from 9 until 10 or 11 at night, except 1 hour dinner.

"Wednesday, 8th,—Council, very little business.

"Thursday, 9th,—Examined the Blue Book this day, and read Major Robinson's report on the Halifax and Quebec railway, a well written document.

"Friday, 10th,—Yesterday finished the entire subject on hand.

"Programme containing a series of tables, shewing the present state of the Provincial finances, with explanatory remarks.

"2 refers to the resources of the Province and the remedy.

"A. No. 3.—Memoir on Agriculture, Commerce and Manufacture with a Bill, &c., &c., &c.

"B. No. 4.—Debt on finance with Bill, &c., &c., &c.

"C. No. 5.—On sale and application of the Public Lands, with Bill, &c.

Those were first sent in for the examination of His Excellency, on their return, will provide copies.

"Examined the opinion of the Committee of Customs, on report of the 4th September, 1846, which states, that riding officers were recommended on the Welland Canal to prevent smuggling, though it is against the general policy of the empire to admit American vessels to pass the St. Lawrence.

"In the letter to the Lords of the Committee of Privy Council for Trade, to James Stephen, Esq., 11th March, '47, is the following remark:—

"Smuggling into Canada can only be prevented by the adoption of a moderate scale of Customs duties, and not by increased official supervision; think smuggling here common into the U. S., from the moderate tariff in force in Canada. "L. LEFEVRE."

"Friday, 10th November, 1848,—The despatch of Lord Grey, March 19th, '47, says:—"Permission may be granted to American vessels as a favor, not as a right.

"Saturday, 11th,—Schooner *Lilly*, drawing 5 feet 6 inches, arrived, first vessel from Lake Erie, on her way to Europe. Received box from home, sent in bill for creating sinking fund, which finishes the measures relating to Commerce, Finance and Public Lands.

"Mr. Todd is furnishing the cost of Public Works prior to the union, on such works as will pay in Upper and in Lower Canada. The balance is the real debt of the respective provinces, which must be added to the like expenditure since the union. Then, make a statement of the relative amount of duties collected in each country since the union.

"Next, shew the expenses in collection and net amounts since the union.

"Sunday, 12th,—Attended Trinity.

"13th and 14th,—Compiling Tables.

"Wednesday, and part of yesterday,—Council.

"16th, 17th, 18th,—Devoted the entire time in the examination of revenue to create a sinking fund.

"Sunday, 19th,—Attended Trinity.

"20th, 21st, 22nd,—Meeting of Council. 23rd, 24th, 25th,—Another

week has passed over. On Friday my measures were discussed and postponed until Monday next; have been ready for a week past; nothing material occurred during the week; ordinary routine of business of little moment.

"Monday, 27th,—Met this day, had a long discussion, not altogether satisfactory; establishing a sinking fund, and appropriating the proceeds of the public lands for creating a fund for common schools has been agreed to, but the future loan is in abeyance.

"Tuesday, 28th,—Wrote several letters in reply.

"Wednesday, 29th,—Council all day on various subjects of little worth.

"Thursday, 30th,—Had a long conference with Inspector General, nothing determined.

"Friday, 1st December,—Council on Wright's application for purchase of his slides at the Chaudiere, Bytown.

"Saturday, 2nd,—Saw Mr. Baldwin, who concurs with principle of clause limiting the executive to the expenditure of a certain amount.

"On Friday, held a long conference with His Excellency, who requires a memorandum of, or rather statement, shewing—

"1st,—Cost or amount yet required to finish the St. Lawrence and Welland Canals.

"2nd,—The amount of annual expenses thereon.

"3rd,—Amount of annual repairing.

"4th,—Estimate of the tolls, to shew the probable net amount to create a sinking fund, for which a statement must be ordered from Keefer, who in the meantime will prepare the same.

"Wrote Dix and Thomas, and examined the statement of expense of Trinity House, and salaries paid throughout the province preparing by Todd. Very little progress.

"3rd, Sunday,—Attended Trinity. 4th, Monday.

"5th, Tuesday,—Read letter from the Hon. J. A. Dix, recommending my going to Washington, to afford explanations. Gov. in favour of the measure, but the Council did not appear willing to dispense with my services.

"6th, Wednesday,—Subject discussed among others.

"Thursday, 7th,—Wrote Joseph Grinnell and enclosed printed copy of Navigation Act, Lord Grey's reply to Sir E. Head, N. B., refusing the prayer of petition to leave the present Navigation Laws as they stand; and the report of the Montreal Board of Trade, recommending protection."

This year, which was succeeded by the burning of the Parliament House by a mob, the establishment of a political league, closing by the annexation manifesto, was complicated by the opposing views on the interests of the country taken by the press. The following leader from the *Journal*, which had been considered heretofore as at least according with Mr. Merritt's views, censuring the resolutions of the Montreal meeting, uses arguments in direct opposition to the political principles of our subject. While opposing the Montreal rioters, professed the prosperity of Canadians alone to be the object of our legislation.

Journal continued:

"A proposition to the British Government in the shape of a memorial to the Queen to tax the poor of England 6s. a barrel on flour, for the sake of this colony. So this proposition is the only thing to save this colony to

England; this is the sheet anchor, to keep us in connection with the Mother Country. If the Mother will not consent to starve some thousands of her children at home, to enrich a few hundred at a distance, the latter will rebel."

"Examined a memorandum of the Hon. B. B. Sullivan, on Col. Tullock's plan for the formation of a corps of military labourers in the colonies, for the purpose of considering how far that scheme could apply to Canada. After a few observations, stating:—

"That the roads in the settled part of Canada are not beyond the ability of the people to make.

"That railroads in the U. S. are constructed with capital from their cities.

"1st,—That their protective system has accumulated that capital.

"That no part of it seeks investment in Canada.

"That capital made in Canada for profits on trade, is spent in England by the merchants who realized it.

"That the wheat fly in 1830 was one cause of depression, which is now removed.

"2nd,—That the tariff is high in the United States and low in Canada.

"3rd,—That direct taxation for the support of the State Government are comparatively high in the U. S.

"That the whole direct tax in Canada is applicable to internal improvement, &c., &c., &c.

"Friday, 8th,—Mr. Sullivan's memo. continued.

"My deductions from the foregoing facts are as follows:—

"1st,—There is an absence of capital in private hands, applicable to enterprises involving large expenditure.

"2nd,—There is good reason why this province should by means of its large disposable public revenue, have endeavoured to compensate for the want of capital in private hands.

"3rd,—Money expended by the Legislature in the way of investment, is not expended, with the close and sole view to immediate profitable return. always found in private investments.

"4th,—The money expended has been of vast general benefit to the present condition and future prospects of the country.

"5th,—The money expended has not produced a return of money to the public chest, and the outlay has been, and is likely to be for a considerable period, a burden upon the public revenue.

"6th,—The public revenue is able without such return to meet the interest upon the public debt, and in turn to pay the principle.

"7th,—This can be done without any serious burden upon the people, and upon a scale of duties very low in comparison with those of the United States, with which country the best comparison can be made.

"8th,—The income from the Public Works, notwithstanding that it has been injuriously affected by the depression in commercial affairs, caused by the change in the commercial policy of England, is still on the increase; the amount of revenue is also necessarily increasing with the population, and as the province never has been in the receipt of large income from the public works, and as the debt was incurred upon the provision of other means of payment, even the indefinite postponement of profitable returns to the treasury from the public works, cannot produce additional embarrassment.

"9th,—If the anticipation of those who are the best judges of the trade in Canada, should be even in part realized, the public works will, by these returns, place the province in a state of great financial prosperity.

"10th,—But the time has not yet come, and on the contrary, the Government is much perplexed to find the capital necessary for the completion of the works in progress, and it is impossible to proceed without borrowing on some terms or other.

"11th,—The amount required to be borrowed could with absolute safety be added to the public debt, but it would not aid in any scheme for the promotion of emigration.

"Recommends a loan to be effected on the credit of the public revenue, on the condition that the municipal councils will impose a direct tax to pay the interest in case the public works prove insufficient; the other recommendations are all contingent.

"This document is well expressed as all Mr. Sullivan's views are, but it is founded on the most erroneous principles, or *data*, a mistaken assumption of opinion for facts, viz.:

"1. That the protective system in the U. S. has accumulated capital in the cities, when it is notorious this capital has been acquired by commerce.

"2. That taxes are higher in the United States than in Canada. A most erroneous opinion, and calculated to mislead both the Home and Provincial Governments. Blue Book says we have no direct taxes in Canada.

"No. 7. page 19. Same error, that no part of the capital made in the U. S. is invested in Canada, and that capital formerly made here was spent in England (although not of late years) is true, but the true cause why Canada has not been a far more prosperous country is not assigned.

"Deduction No. 2, p. 18. If fairly interpreted would give the true reason.

"The revenue from imports from 1841 to 1847 averaged £331,388: this would command at 6 per cent. interest, a capital of £5,523,133. Had this capital been expended in public works, it would have produced individua capital; that it has not been, is the fault of the Government and not of the people.

"The remedy suggested is employing capital, by the district councils.

"This document was evidently written in haste.

"The public works in Canada are not equal in amount of expenditure to N. Y.

"Mr. Hincks follows with a memo. somewhat similar, except in the plan proposed for promoting emigration, which is more tangible, as it proposes borrowing money.

"It may fairly be said that the province has redeemed a debt due for land claims of £229,000.

"A singular infatuation exists on those subjects.

"Although the duty on imports are higher in Canada than in the United States—Although the local taxes are higher in Upper Canada than in New York—And although they here expended over $30,000,000 in public works, double the amount of Canada.

"They persist, although we have revenues from land and revenues from customs, which they do not possess, to seek for some other cause to account for our backwardness and our depression.

"Saturday, 9th, Sunday, 10th,—Rain.

"Monday 11th,—Amend. License Fund, 9th Vict. Cap. 65, passed 1846,

which appropriates to the Toronto General Hospital, Kingston Hospital, Toronto House of Industry, Kingston Indigent Sick, and the Upper Canada Lunatic Asylum, the Marriage Service Fund. Except the last, those appropriations are partial and unjust.

"Mr. Wm. Hall, Collector of Customs suggests :—

"That a clause should be inserted in the Customs Act, to ascertain the value of imports and exports. That the value of all articles for which a clearance is required should be made on oath, as well as imports.

"That every declaration should be made by the principal and not his clerk, and that goods for undervalue may be forfeited, and that all appraisements should take place at the ports first entered.

"That the principle object of combining the advalorum duty, with the specific on certain articles, is to obtain the value, which may be effected by the other mode.

"He has reported already on the reduction of certain offices of Customs, and would approve of one to a district with surveyors at different ports.

"Another feature in combining the 5 per ct. advalorum as on tea, is the additional revenue, and check as to value.

"The memo. on the subject of the Halifax and Quebec railroad proposes increasing the duty on our timber from 1s. to 7s. 6d. per load, assuming that the existing duty on foreign timber will be withdrawn. This is an unusual and extraordinary proposition, coming from us.

"Tuesday, 12th, Wednesday, 13th, Thursday, 14th, Friday, 15th,—Examining accounts &c. Administration of justice in U. C. under 1st. Wm. 4th, Cap. 13, passed in 1831, amounted to £6,500. This was called the everlasting Salary Bill.

Under 7th Wm. 4th, cap. 2,1837, £2,500 more; in 1839, $3,000 more; in 1840, the expenditure increased for administration of justice £19,000; after which the Union Act was introduced, since which it has increased to upwards of £50,000.

"16th, 17th, 18th, 19th, 20th,—The Council postponed the consideration of Keefer's report until Saturday, with a seeming disinclination to enter into it without first obtaining money.

"21st, 22nd,—Entered into the consideration of emigration, and will not recommend chartering any boats, or conveying passengers.

"Saturday, 23rd,—Sitting from 7 to 10.

"Sunday,—Cold—unwell.

"Monday, 25th,—Christmas, dined with Keefer.

"Tuesday, 26th,—Sat at night reviewing Hincks' plan of finance.

"The plan proposed by the Inspector General for borrowing money in England is :—

"1st,—To involve no expense to the British Government for emigration.

"2nd,—To enable Municipal Councils to borrow and to impose taxes for local objects.

"3rd—To make loans from English capitalists, or the British Government for larger works.

"4th,—To pay the interest and repay the principle by a specific appropriation of the proceeds of the Crown Lands or School Fund.

"5th,—To borrow £1,500,000 at 4 per ct. on the credit of the Imperial Government, and loan it at 6 per ct. The difference of £30,000 to be expended in promoting emigration, or colonization.

"This scheme will defeat the object I had in view most effectually, and will never be carried into operation.

"The last sitting of the Committee of the Executive Council on Saturday, December 30th, 1848.

"The most important measure was decided upon, that has ever occupied their attention, or that of any preceding Council, since the discovery of Canada, viz. :

"The land claims are to be cancelled in one year, all public lands to be appropriated, and the proceeds applied for the creation of a Common School fund, until the sum reached £1,000,000, and 1,000,000 of acres of the best land in Huron tract, or elsewhere to be reserved for this express object, (not to be exchanged for scrip.) Thus a fund will be provided for educating the entire population of Canada, greater than any other Government in proportion to its population, possesses the beneficial effects of which few can realize.

"If possible, limit the claims, hereafter to be allowed, and name a special commission to investigate them, of which I should like to be the chairman."

The transactions of the Council being secret, we are made aware of their particular business, but presume that in consequence of the many measures requiring attention, that they were fully employed. Our subject remained in Montreal during the Winter. This year had been a remarkable one, distinguished particularly so in Europe; beginning with the Revolution in France, the tide of trouble spread nearly over all Europe. The Pope was compelled to fly from Rome; Austria was in a ferment on account of Hungary, which was brought to our notice by the appearance on this continent of Louis Kossuth, who by his eloquence aroused almost universal sympathy. Prussia was disturbed with internal disorder. The wave of dissention had reached Britain, Ireland had its little uprising, and it required the energies of Lord Palmerston to keep the trouble always within bounds. In Canada, the effects were felt in the shape of a large emigration, and the people here were stimulated to undertake many reforms. On the 14th December the British Minister signed the postal arrangement with the United States, which was the means of greatly reducing the postal rates to Europe.

1849.

In January, Mr. Merritt writes:—"We have been busily engaged in the Council, maturing measures of importance during the holidays; dined with His Excellency, met with the witty and talented Lord Mark Kerr, Colonel Prince, Mr. Egerton and others."

Parliament opened on the 18th January. The speech, which should contain a synopsis of the great preparations, was looked for anxiously; and we have reason to think that the presence of our subject in the Ministry was viewed with satisfaction, as it was felt that he represented views, con-

sonant with the national policy of Canada. The measures enunciated in the Governor's speech were—A general amnesty to political offenders; the assimilation of the laws of both Provinces; Regulation of the Municipalities; University Reform; Intercolonial Railway and completion of St. Lawrence Canals; a Sinking Fund; the balance of the Crown Lands to form a fund for educational purposes.

The following was the termination of His Excelleney's speech; and that the question of Reform we have seen so laboriously pressed upon their attention, did not occupy the first place in the address, caused something akin to despair appeared to settle on the capital. This, connected with the temporizing measures pursued by the former Government in favour of the avowed enemies of the British rule, brought on the unlawful attack that deprived the Parliament of their House, the country of its archives, and the chief commercial city from being hereafter the capital of Canada.

"GOVERNOR'S SPEECH:—I shall not fail to make any exertions, which the interests of the public wealth will permit, to reduce the expenditure of the Emigration Department to the scale of the years preceding 1847, when a passenger tax, considerably less onorous than the one now levied, with the occasional addition of a small grant from the public treasury, sufficed to cover it.

"I would further recommend for your consideration, the expediency of selling a part of the public domain, in order that the revenue derived from the sales thereof, may form a fund, the interest of which shall be applied for the support of Common Schools. It may probably be deemed advisable to authorize the Government to invest the capital arising from this source, either in the stocks of the Province, or in that of some of the provincial railways—the construction of which has been sanctioned by Parliament.

"In the possession of a revenue derived from so many independent sources, and exempt from numerous charges that weigh heavily on the resources of other communities, Canada enjoys great and singular advantages."

We insert an incident immediately after the opening of the House, of the great Lower Canada Reformer, who had at last consented to represent one of the constituencies by whom he had been elected, in the Halls of Legislation.

"January 22nd.—In the debate on His Excellency's speech, Hon. L. J. Papineau moved in amendment, that the consideration of the speech should be debated in the whole House in order that perfect liberty in discussion might be allowed. The amendment was only supported by five members.

In February, our subject urged before a committee of the House, his Reciprocity measure, which being an Imperial one, was outside the provincial administration.

Feb. 3rd,—The House was resolved into a committee of the whole, upon Mr. Merritt's Reciprocity resolution and was ushered in by a speech. Among the speakers in its favour was Mr. Papineau. It was opposed by Mr. Smith of Frontenac, Devignon, and Lawrine. The other speakers in the opposition in its new departure of extreme partyship, are summarized in the *Journal* of Feb. 8.

"Will Sherwood, the Hotspur of his party, or the gallant Sir Allan, or the 'fine old English Gentleman' or any of the rest of these modern Rip-van-Winkles, undertake to convince the farming population of Canada West, that their conclusion is not the best? Yes they will; any thing in order to obtain the loaves and fishes. They have succeeded so well in bamboozling the worthy lieges of Canada so long, and so profitably for themselves, that they don't despair of succeeding, even in this plan. As to the proposition of appearing before England in the character of a pauper, and requesting her to pay our debts, it is a miserable subterfuge, and would be assuming a position in the eyes of the nations, not at all creditable to ourselves. England has a right to every farthing of money she has advanced to promote and complete our public works; forasmuch as she did not promise to always tax the food of the poor, in order for us to pay our debts.

"There are measures now before the House, of vast importance to the people; and we trust that the Ministry will shew their determination to improve our circumstances, by a fearless legislation on these questions.

"As to Sir Allan's insinuation, respecting the necessity of appealing to the people before the bill to extend the representation be legislated on, it is a mere ruse, and only an attempt to throw dust in the eyes of the constituents, hoping in the mean time that the chapter of accidents would do more for his party than they are likely to obtain in a fair fought field. If this question was one infringing on the rights and privileges of the people, then indeed would it be the duty of the Administration to appeal to the people; but when it proposes to extend the rights and enlarge the powers of the people, in depriving no class of any rights previously possessed, why appeal?"

Although all the members of our Government and a majority in the House were in favour of it, it ended in the measure being carried only after a long and tedious diplomatic debate between the two Governments, and was passed through the House on the 6th March; also Mr. M.'s measure for facilitating trade on the St. Lawrence, by means of tugs—the Board of Works ordering three steamers to be built immediately for this purpose.

W. H. Merritt, Jr., writes to his brother, in rather a humorous style:

"Montreal, Feb'y 4th, 1849.

"Dear Tom,—The Governor (not the general one) directs me to enclose you the accompanying letter from Mr. Rigney of New York, to afford you some enlightenment on the humorous subject of freights. I shall have something to do here for a fortnight at least. The Governor is really too busy to answer half his letters, and I am undertaking to bring up arrears.

"It is snowing in fine style at this moment; the weather is cold and wintry. The Reciprocity resolution will be brought up next Friday, but it is a question whether passing it here will be of any advantage now, from the reception the measure has met with in the United States.

"There is the prospect of a couple of balls next week. Dinners are however, all the rage. Tell Mama I will write a long letter to her in a few days.

"Montreal is at this moment very lively in sleighing and parties, but quite down in every relation of business; of course the meeting of Parliament has brought together a great number of people, and I am daily meeting the most unexpected acquaintances. * * * The night before last,

we had an interesting debate on the Reciprocity resolutions. It lasted from eight o'clock until one, and brought out a general expression of the views of the House. The majority of the members are not only in favor of Reciprocity, but thorough free traders.

"I shall endeavour to get the Governor to take walks occasionally; it will be a difficult matter, for he will never do anything without an object, and that of health, he considers too remote without being connected with occupation."

Soon after, a measure was brought into the House by Mr. Lafontaine for a settlement of the Rebellion Losses in Lower Canada. It was supported by our subject in consequence of its having been determined upon before he entered the Government; and therefore, although not in sympathy with the measure, yet he believed that he should necessarily be prepared to concede something, and all in order to accomplish others which were of paramount importance, particularly Reciprocity.

In consequence of Lord Elgin assenting to the Rebellion Losses Bill, a violent ferment took place in Montreal among the adherents of the opposition. Meetings were held, and resolutions of a decided character were adopted; this was countenanced by the leaders, until the excited mob took the matter into their own hands, and proceeded without opposition in carrying out violent measures, terminating in the burning of the Parliament buildings. These extracts are given to account in some measure for these outrageous and violent proceedings.

The following is from Lindsay's Life of William Lyon Mackenzie:—"The Canadian Government, in 1849, originated a measure for a complete amnesty of all offences arising out of the events of 1837-8. Mackenzie had for some time been the last exile. It passed unanimously in both Houses, and, in the name of the Queen, Lord Elgin, as Governor General, gave it the Royal assent on the 1st of February, 1849. While in Montreal, he visited the Legislative library, in his right as ex-member. Col. Prince, a member of the House, went up to him and demanded to see the ticket of the member by whom the ex-member was introduced; or, said he with emphasis, 'I will kick you down stairs if you don't leave this moment.'"

Mr. Mackenzie was afterwards introduced to the library by a volunteer member, Hon. Sandfield Macdonald, with whom he had no previous personal acquaintance.

A story is told that when Mr. Macdonald returned to Glengary, his Highland constituents complained of his suspicious civilities to a pardoned rebel; and that Mr. Macdonald, who is entirely destitute of the objectionable clannishness ascribed to some of his countrymen, replied, "Do you think I would see an Englishman kick a Scotchman, and not interfere?"

In a letter to Dr. Barker, of Kingston, written only seven days after the occurrence, Col. Prince said, "I acted on the impulse of the moment; and I tell you candidly, that had I known then what you and Chisholm have since informed me of, he might have enjoyed his studies in our library as long as he pleased, without any interruption from me."

The hostility to the ex-member, and his acceptance afterwards, can be estimated by the following extracts from the author before quoted, the former of which had only then seen the light.

The following document was printed and distributed in hand bill form ten days before the outbreak of '37:

"INDEPENDENCE.

"There have been nineteen strikes for independence from European tyranny on the continent of America. They were all successful! The Tories, therefore, by helping us will help themselves." * * *

February 3rd, Mr. Mackenzie addressed a communication to Earl Grey at the Colonial office, containing some remarkable confessions. From this communication we quote the following extracts:

"A course of careful observation, during the last eleven years, has fully satisfied me, that, had the violent movements in which I and many others were engaged on both sides of the Niagara, proved successful, that success would have deeply injured the people of Canada, whom I then believed I was serving at great risks; that it would have deprived millions, perhaps, of our own countrymen in Europe of a home on this continent, except upon conditions, though many hundreds of thousands have been constrained to accept them, but are of an exceedingly onerous and degrading character.

"There is not a living man on this continent who more sincerely desires that British government in Canada may long continue, and give a home and a welcome to the old countrymen than myself.

"The result is, not a desire to use power and influence here, but help if I can, and all I can, the country of my birth."

The meeting held at St. Catharines, 26th February, gave a stimulus to the pictorial art of a Mr. Osborn, then a rare event, and the action of the meeting, with the likenesses of the principal characters, was graphically delineated Among them was Mr. John McMullen, afterwards the compiler of French Canadian and English History. He gives a very brief notice indeed at the close of that History:—"Some rioting occurred at public meetings got up to vote on addresses, &c."

We make the following extracts from the journal of our subject:—

"April 25th,—The Governor came down to-day and assented to bills.

"In consequence of the remonstrances of the Montreal merchants, induced by the arrival of two vessels, the bill to increase the tariff, and the Indemnity Bill was also introduced.

"This last produced a riotous assault upon the members, and the destruction of the House. The riot lasted till 28th. The subject of the change of the seat of the Government postponed for the present.

"May 30th,—House closed.

"31st—Wrote Mr. Dunscombe, to present report by 15th prox. on public roads.

"June 2nd,—Obtained an order in Council to obtain confirmation by Board of Works.

"4th,—Put in minutes on subject of public lands."

We insert the following letter from one of his frontier constituents, showing what was then required by his party:

"Dear Sir,—You say to me in your answer that 'Doctor Ryerson, nor any other office holder, has not by you been given a thought that office-holding is a small benefit in your mind.' So it is in the detail, but not so in the heads of departments—a department which can more or less influence the minds of the whole of the rising generation. * * *

"Our party, if they think necessary, can stir up the Province from one end to the other, by a whirlwind, accompanied by flashes of lightning, and roaring of thunder. Had the Reformers as well as the Conservatives an independence or annexation programme?"

The following to the author shows Mr. M.'s views on the great events of the day very plainly:—

"MONTREAL, 7th May.

"MY DEAR SON,—The country is in an unsettled state, and the result time alone will determine. The Governor General will, I trust, be sustained for adhering to the constitution, whether the particular measure was right or wrong. The time has arrived when we should support that principle; and any changes which may take place will, I hope, be in that direction. The country will no doubt be placed in embarrassment, and its trade greatly retarded. Changes will take place, and that too, rapidly; but all may, by judicious management, be turned to good account. Every step will lead to more liberal measures.

"From all I have seen and from the experience of legislation gained in thirty years, I find events will take their natural course—you cannot hasten or retard them. I would therefore advise my sons, at the same time that they advocate their opinions, not to take so prominent a part as to lose their invaluable time, as I have done. Let me know the general or different opinions entertained at this moment on our present situation and prospects. With a hope of hearing from you soon, I remain your affectionate father,

"WM. HAMILTON MERRITT."

"J. P. MERRITT, ESQ."

May 17th, 1849.—Among the various meetings held at St. Catharines, regarding the petition to the Home Government for the recall of the Governor, (who had signed the Rebellion Losses Bill and dissolution of the House,) one amounting to an attempt to burn the Governor General and Cabinet in effigy. These were attended by an amateur Editor of the *Journal* whose spicy, independent and well written articles, in strange opposition and support to our subject, caused the following from Mr. Rolland Macdonald:—

"Time was, when the St. Catharines *Journal* had one solitary virtue, he said, that was a negative one, it did no harm. We have already noticed the violent party stand this paper had assumed, going so far as to taunt the Conservative party for not raising an opposition candidate, at the unanimous election of Mr. Merritt."

The proceedings of the House are thus summarized by the *Journal*:

"June 7th,—Parliament has at last been prorogued, after a session of unusual, and singular productiveness of new acts. The session just concluded

lasted four months and a half, a little longer than the one of '44–5, but passed one-third more bills than the latter. What interest the Imperial Government has in some of these, it is difficult to imagine.

"That they will eventually receive the royal assent we believe, but it is to be wished that the practice was yet further narrowed.

"We have been pleased to observe the tendency manifested towards the enactment of general measures, as for instance, the one authorising joint stock companies for the construction of roads, &c., and thus to relieve individuals and the public of the cost of applying for and passing separate acts for every trifling improvement. There is still abundant room for acts of a similar character, and we hope to see them brought up."

We quote further from the *Journal*, on the measures of the government:—

"THE HON. W. H. MERRITT.—We are pleased to see that the principle of creating a noble endowment for our Public Schools, from the public lands of the Province, is incorporated in a bill now progressing in the House. This act of legislation should be hailed by the country, as the very best of the session, and certainly, one that will transmit Mr. Merritt's name to posterity, as the best friend of the Province."

The House closed on 30th May, after a stormy session. The cholera was threatening, members of Government leaving. Our subject was deputed by the Council to obtain the money voted. in New York, Boston or elsewhere, and also to obtain the final answer, if possible, of the Cabinet at Washington on the Reciprocity Treaty.

We resume Mr. Merritt's private journal of proceedings after the close of the House.

"4th June.—1st, Recommended the discontinuance of any names hereafter on the U. E. Militia, or any other land lists.

"2nd—The discontinuance of the payment of postage after the 1st October next.

"3rd—The re-establishment of settlement duties as in 1818.

"4th—The manner of furnishing the statements of land sold, cash received, expenses on account of each separate fund, as well as the number of acres exchanged for land rights.

5th—The system of surveys in future, if not attended to, a minute to be made out, and submitted, with all the facts prepared in accompanying document. I employed my time in preparing statements until Monday evening, 11th June."

He set out Thursday 12th June, and met by appointment friends in Saratoga. After two days stay at this watering place, Mr. M. started for Albany, where he received the attention of Governor Hunt and family.

On Monday 18th he left for Boston, where, after a morning's interview with the diplomatists and capitalists, including A. Lawrence, Minister to England, he went to New York.

While passing through New York, Mr. Merritt sent a letter to his son, who, with his party, partly for pleasure, partly for business, had returned to Utica.

"I have some reason for supposing a loan may be effected at Washington with Corcoran, Briggs & Co."

He reached Washington on Friday 22nd, and resided with Mr. Crampton for the week.

We again insert an extract from Mrs. M.'s journal, recounting a visit over the same ground. When it is considered that Eastern New York was the home of most of the early settlers of English Canada, exemplified by the familiar saying, of, when going there, as going to the Colony, the space thus occupied will hardly be considered too great.

"From St. Catharines to Saratoga, 9th June, 1849.

"Started, after a three days notice, to meet Mr. Merritt at Saratoga for the purpose of accompanying him to the city of Washington, I did not require much time for preparation, as I had anticipated the journey all the fore part of winter, and was as well prepared for it as I could be.

"Ferried over to Lewiston. At 4 o'clock went on board of steamer *Ontario*—Mrs. Adams, son William and I; pleasant afternoon; the lake smooth as a mirror. had I the pen of a ready writer, I might pourtray a sketch of a brief happy period, elated by hope, after a winter spent—but I will not say how—and all the month of April in sickness; but it was all forgot for the time in the pleasure anticipated of meeting my husband and journeying with him—interchange of thought—admiring new scenes, uninterrupted for a while, with the cares incident to this life. I slept well, and never knew when the boat went up to Rochester landing.

"Sunday morning breakfasted at the Welland House, Oswego. Went in a coach on a plank road to Rome, 6 P. M. There was one chatty lady whose husband had gone to California; I forgot to mention another on board the steamer, whose husband had also gone there; he was a physician, expected he would be absent two years. Often when speaking of him the tears would start to her eyes. Both were quite interesting women. What a pity men who have so unsettled a disposition should ever marry, take poor women from comfortable homes, perhaps, and all the endearments of early affection, and leave them to struggle alone through the world. On the other hand there was one unfortunate woman in the coach who was leaving her husband and children from abusive treatment; I lent her my shawl.

"Utica, seven o'clock P. M., on the morning of the 11th at nine o'clock left in cars for Saratoga, and arrived there in the middle of the afternoon; cousin Martin went with us to see the High Rock Spring. I thought if I could see that object I should know the locality of the place. I had visited it when eleven years old, in company with my father and aunt Mary. I had nearly a perfect recollection of the place, the hole appears larger, very likely it has worn, by letting down the tin cup for forty-four years.

"We became acquainted with Mr. and Mrs. Hamilton of New York, Mr. and Mrs. Chambers and Mrs Thomas of Boston, Mrs. Lamar of Brooklyn, &c. Mrs. Prendergast expressed great anxiety for Mr. Merritt's arrival every time the cars came in, and would say to me, 'why how do you bear it so composedly? If Martin don't come when I expect him, I am almost distracted.' I said I supposed it was because she had a greater regard for her husband than I had for mine.

"Wednesday, 14th,—After dinner Wm. and Lydia got each a carriage and we went to Saratoga Lake, four miles, a pleasant drive and a very pleasant place when you get there. Aunt and Lydia took Mrs. Lamar and her children in their carriage; we had Mrs. Chambers' grandson with us, Mrs. C.'s party had been to the lake that morning.

"While there we were told the man at the lake house had died suddenly the evening before at the village.

"We returned about 4 o'clock, and found that Mr. Merritt had arrived soon after we left for the lake. He had found and taken possession of our parlour. I expected to see him changed, but not so much; he was so pale and care-worn; still, I was too happy in beholding him after so long an absence.

"Lydia came in in about half an hour, she had not heard of his coming, she said she had hoped to witness a scene, and her surprise and vexation was visible; I laughed to see her disappointment.

"14th,—Mr. Merritt, Mrs. Adams and I took a stroll to see the old part of Saratoga village. It appears much as I recollect it, the old tavern we stopped at and a house opposite with a verandah.

"The Rock Spring has no house over it as then, but there is one near by, where a woman attends to visitors, says she pays a large sum in rent, and barely makes a living.

"We then passed down the ravine calling at the different springs and tasting the water at Hamilton spring, and one called Iodine, I don't remember all the names. We next went to the circular railroad, and took a ride-William acting as engineer and conductor. It is situated in a dense forest, very agreeable amusement on a hot day; met there with a Mrs. ——— and son, who, Mr. Merritt introduced to us; he had met with them in Montreal, where she had been for her daughter at school.

"Friday, 15th,—Mr. Merritt left unexpectedly on the 9 oclock train for Albany.

"However I spent the time until two with my poor afflicted aunt who in all probability I will never see again in this world. Cousin Martin and Mr. Hamilton accompanied us to the depot at two, and we, Mrs. A., Wm. and I were soon off. We passed the familiar town of Balstown, and through a fertile country to Troy, had a view of my native village Lansingburgh, the islands, where I and the young people had paddled to in a skiff, and the bank of the river to Waterford, where Sally J——, I and others had often strolled. We had a thunder shower on the way which cooled and refreshed the air.

"Stopped a short time at the Troy House long enough however to realize many scenes and changes. Platt Titus, the former owner, his delicate wife, (ma's cousin) and their children. Took stage to Albany, excellent road. A young woman told us that there had been two cases of Cholera in Saratoga; the man I mentioned, and a waiter at Congress Hall. The Drs. did not call it Cholera. We arrived at Congress Hall, Albany, at dusk, Mr. Merritt was there, and assisted us out of the carriage. The house appeared like some fairy spot, all the different rooms so brilliantly lighted with gas.

"Saturday, 16th,—Walked about and went shopping in Broadway. Went up to return Mrs. Gov. Hunt's call.

I have to note our walks in Albany, on the hill seeking for the old residences of George Tompkins and Bloodgood Jenkins &c. They appear far more comfortable with their spacious grounds and lofty shrubbery now than then, and beautiful airy parks are in front of the State House. Congress Hall is bordered by many spacious houses, and at some points the view of Troy, and the distant hills and villages were magnificent. I enjoyed the scene and that Sunday afternoon far more than any part of my journey, and why? I participated in them with my husband not once alloyed by the thought that on the morrow we would commence another long separation.

"Sunday, 17th—Accompanied Mr. and Mrs. Hunt to church. In the evening, had a consultation whether we should accompany Mr. Merritt to Washington, or whether I should go and Mrs. A. and William return home.

"Monday, 18th,—Mr. M. said that I could meet him at New York, but every body was leaving the city on account of sickness. I did not fear taking the Cholera in one place more than another. Especially in travelling. I said his health was not good, and I objected to his going alone; that I might be of use in case he was sick. But he remarked he could hurry on faster without me, I could go to Utica and have a longer visit with my cousin and then we would go home together. I saw how it was, and resolved to return. It was indeed a disappointment, and unexpected, although I try to be prepared for all events. I had come a long way, spent a great deal of money, had been led to anticipate this journey to Washington ever since he went from home last fall. I thought we would have a quiet time for a tete-a-tete before the bustle of meeting inquisitive neighbours, in the hundreds of miles we would travel together, and now, was about to part without having travelled one—No! not one individual mile together.

"18th,—Mr. Merritt left at 6 o'clock for Boston. We went shopping and spent the time rambling about; Started when the 2 o'clock train came in; three cars of German emigrants were attached. They had only arrived at N. Y. the day before. It was said that in three or four days they would be on their land in Wisconsin, so rapidly were they hurried on, it was amusing to see them, drink and lave in the water, at the fountain in St. Johnsville.

"Arrived at Utica at 7 o'clock, walked up to Mr. Craft's, he came in shortly after. They were glad to see us.

"Tuesday, 19th.—Passed in making mutual inquiries and in rest and arrangements. Wrote home.

"Wednesday, 20th,—William got a carriage and we went to Trenton Falls, fourteen miles, Mrs. A— accompanied. Plank roads most of the way and many places worthy of observation. At Trenton, we soon sallied out to see the wonders. Cousin Jane walked across the woods to a refreshment room. I did not decide on making the tour of the falls, thinking that it would be too fatiguing on so hot a day; but I soon found I must go down the long stairs to see anything; so down I ventured first into the deep ravine, and then walked up the margin of the stream. There are three falls; in one place a bridge is thrown across the stream to allow visitors to cross; they have a better view by going on the other side, but they must return to the bridge. It is fearful passing some points of rocks; one where Col. Thorn's little daughter was lost, and a young lady at another time. There is a foot path made, and chains put up to hold by. I could not depend on the chains however, as I saw that two staples had been drawn out. The river lashes and foams at these points, and if a poor inquisitive mortal should slip he is gone. At length

by climbing steep acclivities, stepping on stones to avoid the wet, under a hot sun, with an occasional breeze blowing up the ravine, we passed the three falls, and looking up to a considerable height, saw cousin Jane quietly sitting on a bench, outside the said refreshment room, where, after ascending another flight of stairs, we joined her and partook of some lemonade. Ascending another part of the hill we had a cool shady walk of three-quarters of a mile, with birds singing over head, back to the hotel. After dinner all went up stairs for rest, and to get cool if possible. Carriages coming and going all the time, many stay several days. Rode home in the cool of the afternoon.

"Thursday, 21st,—Visitors received, rested after their departure.

"Friday, 22nd,—Received a letter from Mr. Merritt at N. Y., on 20th. He was to reach Washington on 21st, and thought only to be there a day or two, which would bring it to 23d, and allowing two or three days for him to come to Utica, say 26th. As he had got on so rapidly and in good health, I began to take courage, and we considered it not to be out of the way, knowing he would be anxious to get home, and we did not venture on taking any excursions after the 26th that would take us a day from Utica.

"In the evening we called to see Mrs. Grisley.

"Saturday, 23rd,—Mrs. Kellog invited us to tea, spent the evening till half past nine.

"24th,—Acompanied Mr. and Mrs. Crafts to Dutch Reform church, Mr. Wood preached. Wyley is the name of their minister—Rain—Mr. Crafts sent a carriage for us. After dinner I took a short nap. I felt ill, but was no doubt better for going out, the rest of the afternoon. I supposed they had all gone to church, and wondered if the servants were left with the care of the house, but Miss Crafts had been lying down in her room. I read a while by the window and was dressed and quite refreshed when they all came in.

"25th,—Returned some calls in the morning. Mrs. Thomas showed us her fine garden; the strawberries were just ripening. She is a perfect lady and lovely in her age. A young lady was making a bouquet for Mrs. Cooper's party. A pretty contrast to the matron.

"Went into Mr. Walcot's garden, he has a great many fine strawberries, he picked a few and gave us, he had some fine roses.

"Mrs. Hurlburt confined to her room with Rheumatism. We spent the evening at Mrs. Kellogg's. She is the person I went with to N. Y. in April, 1845."

Mr. Merritt did not arrive, but in place sent a letter that he could not meet them. He had a message that would detain him, and then to go to Montreal immediately.

One of the first and necessary acts of the Government had been the issue of Government debentures based on the accruing revenue of the current year, in such small sums as that they might form a circulating medium.

This scheme had been tried by the Welland Canal Company, before the rebellion, and the most favourite one with our subject, approaching the Provincial Bank scheme, where the Government would be the bankers, but now, any more than then, were circumstances in the country favourable to their passing as currency, being in this instance from 2 to 3 per cent. discount.

The Inspector General was sent to England, while our subject tried the States, to raise the necessary funds. As the inspector was from the old country, a quasi-political mission was annexed.

Our subject, although personally and publicly respected in many of the border states, particularly New York, where his intimate knowledge of its people, their trade and commerce, gained him from his own people the sobriquet of the "Hon. member from New York." Yet, commercially speaking, he was their greatest stumbling block, as he became a strong rival to them in the competition for the now increasing carrying trade of the west.

"Friday, 22nd June,—Arrived in Washington at 10 o'clock, stopped at Willard's.

"Saturday, 23rd,—Removed to Mr. Crampton's. My first object was to see Corcoran and Briggs, and then J. M. Clayton, Secretary of State, which I did. The latter recommended my making out a statement in writing, in detail, on the subject of our commercial intercourse.

"I made out a financial statement for Corcoran, Briggs & Co., who had not the remotest idea Canada stocks would be taken in the New York market, and memorandum which was with Mr. Crampton's official note, enclosing the same, presented on Monday the 25th June, in the evening.

"Tuesday, 26th,—Had commenced the statement promised of the receipts and expenditures of the different U. S. Custom establishments on the Canadian frontier, which James McClery of the Treasury Department promised should be finished by him in a day or two.

"In return, I have promised a copy of our public accounts to be enclosed to the care of McClintock Young, Chief Clerk, Treasury department.

"Wednesday, 27th,—After visiting Mr. Ewing, of Ohio, Secretary department of the Interior, and Mr. Corwin, Post-master General, and Mr. Nesbeth and L. L. Tiernay, Daniel Webster, who I met on Saturday and is decidedly in favour of the measure. Called on the Secretary of State, who, I learn, had sent in his reply to Mr. Crampton's note.

"I expressed my regret at the decision the Cabinet had come to, gave a verbal statement of the existing trade and its capability. The Government requested me to place those statements in writing also, which I did on my return, and sent in without a copy,

Thursday, 28th,—Mr. Crampton and I received notes to the Secretary of State's rooms, President Filmore of the United States presiding.

"The Secretary then proposed to Mr. Crampton and myself, that if the British Government would authorize him to include the surrender of the fisheries, they would at once open a negotiation and conclude a treaty. That the only reason why they did not make the proposal, was a direct refusal of Lord Palmerston to open a treaty in the subject, which had been proposed by Mr. Bancroft last year. This ended, in mutual regret, our interview with the President; and in my extremity, the only course open to the Provincial Government of Canada. Mr. Clayton recommended delay until the decision of Congress and the Imperial Government was had on the subject of Fisheries, and recommended my remaining a few days to talk the matter over. He promised to call the Cabinet again on the morrow, to reconsider the only point we urged—viz. an official note, to state

clearly and explicitly that in case the Imperial Parliament would relinquish or treat on the fisheries, they would extend reciprocity to all the colonies.

"Same evening sent a note that Cabinet could not at present enter into any stipulation on that subject.

"Thursday, 29th,—Called at the land office, and procured information from Mr. Young.

"Reflections on this transaction. As far as his appearance and address went, I was pleased with the President. But he did not enter into business like President Polk. Nor do the present Cabinet like the last.

"The present Cabinet are in doubts, whether the removal of duty on the natural productions of Canada, will not bring the protectors of the manufactured article into odium. They also doubt the effect of the removing of duties by Great Britain, on the opinion of the people—as that was done for the interest of home manufactures.

"The Cabinet reiterates, in answer to the Imperial proposal, made as early as in Jan'y, 1846. Three years and a half no treaty will be entered into.

"Such is the apathy of the public mind respecting Canada, that it cannot be roused. The Cabinet or the people knew very little about the country, or the St. Lawrence, less than 30 years past; and they appear to attach very little importance to our navigation, our canals, or our trade. The next congress are as likely to pass the bill as not, if attended to. In Washington, Bronson of Oswego is the man—or they may reject it on the most trifling pretence.

"The Provincial Government have done every thing in their power. They appealed to the Imperial Government in 1846. Passed the bill discriminating duties in 1847. My mission was here in 1848. Passed a bill removing all duties on United States products this year.

"It now rests wholly with our mother country; if she will not move, the Canadas are lost, and the other colonies will soon follow. If the duty is imposed on the United States productions, equal to those imposed on Canada's, it will insure the passage of a bill here immediately. And if she will abandon the fisheries, reciprocity may be gained hereafter.

"Sunday, 1st July,—Remained over at Baltimore, went to church with Mrs. M.'s cousin, Mr. Williams.

"Monday 2nd,—Arrived in New York at 9 o'clock in the evening, weather cooler.

"Tuesday, 3rd,—My birthday, 56 years since 1793. Engaged in preparing statements, sent them to several capitalists including Corcoran and Briggs.

"6th July,—Received a letter from the latter, authorizing $125,000 to be taken in their name.

"Mr. Bidwell introduced me to Caleb C. Halsted, president of Manhattan Bank, and took a lively interest in the negotiations, as well as the present position, of the country. Left same night.

"July 7th,—Had an interview with Thurlow Weed Esquire, editor of the Albany Evening *Journal*, must send him a statement of the revenue—he is the most influential man of the party.

"Write the Hon. W. H. Wilmot, Attorney General Seward, A Bronson, and send copies of Mss. to the different colonies forthwith. Wrote Hincks, recommended him to Lord Palmerston. Is it necessary to send a copy to him also?

"July 8th,—Attended church, and at 4 went to Whitehall.

"Monday July 9th,—Arrived at Montreal at five o'clock. Spent till the 21st July in official business, pending Mr. Hincks' return from England, which was estimated at six weeks."

On his return from Washington he remained at Montreal for a few days, and then proceeded on his way home, via Brockville.

"Left Montreal 21st, for St. Catharines, at 12 o'clock. Called and examined the different cuts, and wrote from thence, recommending the walling of B. and L. cut at once.

"Sunday, 22nd July,—Spent the day at Brockville.

"Monday, 23rd,—Wrote Price to remind him of the orders to discontinue the insertion of land claims. Col. Tache and Keefer on subject of canals.

"Tuesday, 24th,—Remained over at Toronto one day, wrote His Excellency and Baldwin.

"Wednesday, 25th,—Arrived at Port Dalhousie at 12 o'clock.

"Thursday, 26th,—Spent the day at home. Declined the proffer of a public dinner.

"Friday, 27th,—Attended a pic-nic at the whirlpool. Visited the Suspension Bridge.

"Saturday, 28th,—Quiet, not well.

"Monday,—Indisposed.

"Tuesday, 30th,—Attended to no business. Felt the effects of close confinement for nine months without exercise, which must in future be avoided.

"Monday, 6th August,—Wrote Mr. Baldwin and His Excellency the Governor General on the subject of Reciprocity, not pressing my return."

Mr. Merritt continued still under the weather, as we see in his memo. of 11th. Attended very little business, either private or public till he received a telegraph despatch to return to Montreal.

"Wednesday, 15th,—Left home for Niagara, and reached Toronto at 4 o'clock Thursday. Reached Kingston Friday morning.

"Saturday, 18th,—Reached Montreal in the morning, running the Lachine Rapids. Met council; Captain Wetherall anticipates an outbreak, say two or three thousand can be armed to oppose the civil force. Time will test the accuracy of this statement, not credible."

At the capital he found that quiet was far from being restored, the disturbance being augmented by the ill-success of their delegases.

The conventions and the deputations of the malcontents sent home, not meeting with the success anticipated. Were succeeded by riots in the capital, which are thus briefly alluded to in the *Provincialist* August 1st:

"Sir A. MacNab and Mr. Cayley, the late Inspector General are doing all they can to prevent it, and are busy in the ignoble attempt of misrepresenting the country, and trying to make the British Government and people believe that we are on the eve of a rebellion, citing the unruly acts of their own party, which they were largely guilty of fomenting, in proof of their assertions. Have either of them done anything else during their present visit to England?"

"Friday, 24th August,—Continued on the corporation transactions, not worth recording. Tranquillity partially restored.

"Saturday 19th, 20th, 21st, 22nd,—Engaged in the discussion of corporation business. The arrests had caused assemblages, the attack on Lafontaine's house and the death of one of the mob created an excitement, tumult and incendiarism was the consequence, everything in confusion. Public duties neglected, nothing doing. The Mayor at length called upon the citizens to do their duty and maintain peace. I cannot feel an interest in those transactions.

"The minute from the Lieutenant Governor of New Brunswick requires an answer.

"Saturday, 25th,—Had a full council except Col. Tache, who heard of the death of his brother; Attorney General Baldwin arrived. Conference to Halifax determined on. Hon. L. H. Lafontaine and myself appointed, and a decision resolved to determine whither and when to remove the seat of Government on our return."

A Conference of the different Provincial Governments being about to be held in Halifax, for the discussion of the Reciprocity question, he left in company with the Hon. Mr. Lafontaine for that city, going by way of the Chambly Canal and Burlington, and thence to Boston.

"Sunday, 26th,—Attended Christ Church. Left Montreal at 3 o'clock, knowing the boat would leave St Johns at 2 o'clock, it would give me an opportunity of seeing the River Chambly Canal and country.

"Monday, 27th,—Reached Mott's Inn at 9 o'clock, passed through a beautiful country, the crops good, the weather was mild, and pleasant scenery was delightful. Called on the Cure of Chambly, Mr Metot. The boat having left St. Johns to B. 25, I remained until Monday 2 o'clock, arrived at Burlington at 9 o'clock, took Vermont Central to Windsor, 115 miles, 340 miles to Boston, 9 hours."

Here they took the Mail Steamer for Halifax, at which place they arrived on the 31st August. During the journey he prepared a statement of the different matters affected by the Treaty which he had been maturing for a long period. It required delicate management, as conciliatory measures affecting England, the United States, and the several American Provinces had all to be attended to, besides the very important matter of the fisheries, which were held in such regard by the people of the Maritime Provinces.

It is related, by way of anecdote, that so absorbed was our subject with this matter, that, during the passage from Boston to Halifax, the vessel (the *Hibernia*) struck on a rock during a dense fog, and when considerable excitement appeared to be manifested by all on board, Mr. Merritt, who was busily engaged writing, seemed to pay no attention to the matter, until roused to a sense of their position by Mr. Lafontaine, who seemed to think that something serious had happened. He, however, declined to leave the cabin, declaring that the prospects were as good there as outside during the fog and disturbance.

On arriving in Halifax, his first act was to visit his old friend Sir John Harvey, the Governor, by whom he was warmly received.

The conference terminated after three days discussion, by refusal of the Maritime Provinces to recommend the Imperial Government to open the fisheries to the U. S.; but a resolution was passed, recommending Britain to open negotiations for a Reciprocity between all the American Colonies and the States. Our subject did not consider that the conference effected anything.

He then decided upon endeavouring to obtain Reciprocity on the basis of the old proposition, which was neglected to be confirmed by the U. S. Senate. They left in the Steamer *Niagara*, on the 5th September, and arrived in New York on the 7th; from thence he wrote to Mr. Crampton detailing his operations, and afterwards went to New Bedford, for the purpose of seeing Mr. Grinnell on the subject. He then went to Boston again, and held a short conference with Mr. Lawrence, the new ambassador to England; but as this gentleman was opposed to the idea in toto, the matter ended for the present; and five years of Imperial and Colonial diplomacy to obtain it was necessary. He returned home by way of Springfield and Syracuse, where he attended the State Fair, and arrived in Montreal on the 16th. On the departure of the Commission, composing so large a proportion of his working Cabinet, Lord Elgin took advantage of the opportunity to spend with his family a few weeks in the vicinity of Niagara Falls. Consequently he soon afterwards made a tour westward, visiting all the chief cities and towns on the route.

As anything concerning the great Niagara, its winding shores and picturesque islands is interesting to the public, we insert the following to the President of the Council after his return from Washington :—

"FALLS, July 20th, 1849.

"MY DEAR SIR,—I hope that you are not losing sight of the Island for me. I want it much this summer, that I may go to work in clearing out the dead wood. Pray let me know what prospect I have of getting it, and on what terms. What can I do with Government about the Erie and Ontario Railroad, and how shall I proceed. Yours, &c.

"THOS. C. STREET."

"HON. W. H. MERRITT."

At the council held soon after his return, the Cabinet discussed the most eligible arrangements for the seat of government. But on account of the Governor's absence, no definite decision could be arrived at.

Mr. Merritt left on the 26th to join His Excellency, and went as far as Brantford, and soon after (29th) arrived home. It is noteworthy that on account of the political opposition exhibited in the convention of delegates, termed "the League" held at Kingston the previous month, none of the Cabinet visited the Provincial Exhibition now held in that place.

The *Journal* notices his arrival as follows :—

"The Hon. W. H. Merritt has returned for a few days to St. Catharines. We find him heartily and honestly engaged in endeavouring to make Canada the most prosperous portion of the American continent. We perfectly understand his policy for the accomplishment of this desirable object, and we are quite satisfied that it is perfectly practicable.

At home he wrote Mr. Cobden, Sir R. Peel and other English statesmen, and also to Lord Elgin, who was stopping at Drummondville. His correspondence at this time on Reciprocity was very large. Reports about the moving of the Government department to Toronto, much to the annoyance of the Montrealers.

The *Journal* notices the presentation of an address to Her Majesty's representative, which was most graciously received.

Whilst the Governor was at the Falls, Mr. Merritt, on behalf of the people of St. Catharines, invited him to visit the Canal, and partake of a public dinner, which was accepted and passed off very harmoniously.

His Exellency expressing a wish to have a meeting of the Cabinet at Toronto, the President of the Council notified Councillors Tache, Lafontaine, Cameron, Carron, Blake and Robinson to meet there on the 11th. This was followed by one at the Falls on the 15th. Of this he notices in a letter to Mrs. Merritt, who, with the author, had been spending a month at Mayville in search of health :—

"Dear C.—This place no longer appears like home, you being absent; in fact I have spent the greater part of the time in moving about. I am going to attend a meeting at the Falls on the 15th, to determine the location of our seat of Government, which I hope it will be at Toronto, when I shall make arrangements whereby we may spend the winter together."

We have hinted that the Governor's visit, in part political, as well as his other acts of administration, was viewed with disapprobation by the opposition. Their plans being matured, and now organized, through the machinery of a convention of delegates from the people, we insert the following to show how these proceedings were viewed by the Government press :—

Journal, October 4.

"The Governor General's tour continues to be most popular. Now and then a growl from the Tories remind us that there is not unanimity. This we do not expect, but we would expect, at least that party feelings would be merged in the boasted loyalty of these men, and that instead of confounding the first branch of the Government with the second and third, they would recognize in the Governor General the representative of the Queen.

"The 'ignorant and 'rebellious' Irish have shown more constitutional discernment and feeling, than our constitutionally well-bred tories of Canada.

"Mr. Macauley says, the statute book of England contains laws in reference to Ireland that are a 'proverb of infamy' throughout the world. Yet those men (the Irish) do not think of insulting Her Majesty by reproaching her with these statutes. They do not dream of insulting her person because of the acts of her Ministry. They discriminate between the Queen and her Cabinet.

"Why not our Tory desperadoes do the same? Let no man suppose that it originates in ignorance; nothing of the kind. They know well enough that Lord Elgin could do nothing but what he did, but they play a desperate game, and are willing to run all hazards, only to get rid of the present Governor Gen'l."

Also, to shew how wide-spread and serious was the excitement caused by our anomalous colonial position, we copy the following from the resolutions of the New Brunswick Colonial Association:—

"A meeting was recently held at St. Johns for the purpose of considering the present deplorable state of the province, and for devising measures of relief. It was therefore resolved—That if it be compatible with the general interests of Great Britain that these colonies should have protection in her distant, and their only market; it is but justice that she should find for them other markets on reciprocal terms, where proximity or other advantages would enable them to maintain a trade by which their existence as British Colonies may be continued."

We give this document of the Annexation Manifesto to show the object sought, viz:—the change of allegiance. It was opposed by our subject, though containing many of the reforms in our Colonial Government advocated by him. We are led to believe that a few malcontents took advantage of the disturbed, not to say revolutionary, tendency of the times, to carry their plan of forming this country into a republic, and seek absorption into the neighboring States. Their organ, the *Independent*, had but a short-lived existence.

"October 18, '49.

"Annextion Manifesto:—The number and magnitude of the evils that afflict our country, and the universal and increasing depression of its material interests, call upon all persons animated by a sincere desire for its welfare, to combine for the purpose of enquiry and preparation, with a view to the adoption of such remedies as a mature, and dispassionate investigation, may suggest.

"Belonging to all parties, origins and creeds, but yet agreed upon the advantage of cooperation for the performance of common duty to ourselves and our country, growing out of common necessity, we have consented in view of a brighter and happier future, to merge in oblivion all past differences, of whatever character, or attributed to any source. In appealing to our fellow colonists to unite with us in this our most needful duty, we solemnly conjure them, as they desire a successful issue and the welfare of their country, to enter upon the task, at this momentous crisis, in the same fraternal spirit.

"The reversal of the ancient policy of Great Britain, whereby she withdrew from the colonies their wonted protection in her markets, has produced the most disastrous effects upon Canada. In surveying the actual condition of the country, what but ruin or rapid decay meets the eye?

"Our Provincial Government and Civic Corporations embarrassed; our banking and other securities greatly depreciated; our mechanical and agricultural interests alike unprosperous; real estate scarcely saleable upon any terms; our unrivalled rivers, lakes, and canals, almost unused, whilst commerce abandons our shores; the circulating capital amassed under a more favourable system, is dissipated with none from any quarter to replace it.

"When other countries are the applicants crippled therefore and checked in the full career of private and public enterprise, this possession of the British Crown, our country stands before the world in humiliating contrast, with its immediate neighbours exhibiting every symptom of a nation fast sinking to decay.

"With superabundant water power and cheap labour especially in lower Canada, we have yet no domestic manufactures; nor the most sanguine, unless under altered circumstances, anticipate the home growth, or advent from foreign parts, of either capital or enterprise to embark in this great source of national wealth. Our institutions, unhappily, have not that impress of permanence which can alone impart security, and inspire confidence; and the Canadian market is too limited to tempt the foreign capitalist, whilst the adjoining states are covered with a network of thriving railways, Canada has but three lines, which altogether, scarcely exceed fifty miles in length, and the stock in two of which is held at a depreciation of from 50 to 80 per cent, a fatal symptom of the torpor overspreading the land. Our present form of provincial government is cumbrous, and so expensive as to be ill suited to the circumstance of the country; and the necessary references it demands to a distant government, imperfectly acquainted with Canadian affairs, and somewhat indifferent to our interests is anomalous and irksome, yet in the event of a rupture between two of the most powerful nations of the world, Canada would become the battle field, and the sufferer, however little her interests might be involved in the case of quarrel or the issue of the contest.

"The bitter animosities of political parties and factions in Canada after leading to violence and upon one occasion to civil war seems not to have been abated with time, nor is there at the present moment any prospect of diminution or accomodation the aspect of parties become daily, more threating towards each other and under our existing institutions and relations. Little hope is discernable of a peceful and prosperous admistrations of our affairs, but difficulties will to all appearance accumulate until government becomes impractical. In this view of our position any course which may promise to efface existing party distinctions and place entirely new issues before the people, must be fraught with undeniable advantages. Among the statesmen of the mother country, among the sagacious observers of the neighboring republic—in Canada and in all British North American Colonies—amongst all classes there is a strong prevading conviction, that a political revolution in this country is at hand. Such forboding cannot readily be dispelled, and they, have moreover a tendency to realize the events to which they point.

"In the meanwhile, serious injury results to Canada from the effect of this anticipation upon the more desirable claim of settlers, who naturally prefer a country under fixed and permanent forms of government to one in a state of transition. Having thus adverted to some of the causes of our

present evils, we would consider how far the remedies ordinarily proposed possess sound and rational inducements to justify their adoption. 1st.—The revival of protection in the markets of the united kingdom. This, if attainable in a sufficient degree, and guaranteed for a long period, would ameliorate the condition of many of our chief interests; but the policy of the empire forbids the anticipation. Besides, it would be but a partial remedy. The millions of the mother country demand cheap food; and a second change from protection to free trade, would complete that ruin which it has done much to achieve.

"2nd.—The protection of home manufactures.—Although this might encourage the growth of the manufacturing interests in Canada, yet without access to the United States market, there would not be sufficient expansion of that interest, from the want of consumers, to work any result that could be admitted as a 'remedy' for the numerous evils of which we complain.

"3. A Federal Union of the British American Provinces.

"The advantages claimed for that arrangement are free trade between the different, provinces, and a diminished governmental expenditure. The attainments of the latter object would be problematical, and the benefits anticipated from the former might be secured by legislation under our existing system.

"The markets of our sister provinces would not benefit our trade in timber, for they have a surplus of that article in their own forests; and their demand for agricultural products would be too limited to absorb our means of supply. Nor could Canada expect any encouragement to her manufacturing industry from those quarters. A Federal Union therefore would be no remedy.

"4. The independance of the British North American Colonies as a Federal Republic.

"And having regard to the powerful confederacy of States conterminous to itself. The needful military defences would be too costly to render independence a boon, whilst it would not answer any more than a Federal Union."

Annexation was the only remedy proposed by the manifesto; and of course it could not be entertained by our subject.

Journal, July 26th.

"In the eastern portion of this colony, the commercial and the wealthy influence of the League goes for Annexation; another portion for Independence; but these go 'to restore the spirit of our outraged constitution.' That is, in other words, to destroy Responsible Government; and this they have the impudence to call 'restoring the spirit of our outraged constitution.'

A letter from Inspector Gen. Hinks to an elector on the annexation manifesto appeared in the papers.

"I refer to the proposition that has been formally made to the people of Canada, to consider the expediency of seeking a change in their political condition. I believe that I am warranted in asserting that, setting aside those questions which our own Parliament has full power to settle, the single cause of discontent among our people at this moment springs from the restrictions imposed by the United States on the admission of our staple products into her markets. I have had an opportunity since my return from England of conversing with persons acquainted with public opinion,

in various parts of Upper Canada, and all seemed to agree that the inconsiderate cry for annexation would be at once stifled by the establishment of reciprocal free trade with the United States."

Mr. Hincks cleverly hits the principal reason of discontent which produced the above Manifesto.

The following is from the *Examiner*, evidently under Gov't influence :—

"THE ANNEXATION MOVEMENT.—As a matter of law, it must be doubtful whether they could constitutionally be deprived of the right of the petition in this case, extraordinary as is the object of their petition.

"The annexation advocates have not told us at what rate of valuation we are to pay for the fixtures to which John Bull has a claim.

"Not so with some deep seated canker that preys upon the vitals of the commercial and agricultural community. The denial of reciprocity by the Americans is likely to keep alive a movement originated in the bitter feelings of political defeat.

"The only question at the present moment connected with the subject of reciprocity is by what means can we wring from Americans what selfishness has denied us? If we cannot coax, can we not, by some indirect process, coerce? We think so, if England will take the matter in hand. She could retaliate effectually without returning to the protective system."

In an article against the annexation movement, *Journal*, of Nov. 1, says :

"Quoting the remarks in Mr. Merritt's speech in page 300 of this book, wherein he says, if no remedy is applied, the dissatisfaction of '37 will show itself again in '49.

"Any disinterested person comparing these remarks in 1846, with the result in 1849, must admit that events turned out with unusual precision."

"There is one more advantage implied in the policy of Mr. Merritt, it would remove the uncertainty that hangs on the minds of men as to our political relations. A country to be satisfied must be prosperous. Make Canada prosperous and you don't hear one word about annexation. This we believe can only be accomplished by a bold, comprehensive policy, such as that espoused by the Hon. W. H. Merritt.

As the time for the Governor's moving to the new capital approached, the privacy which had characterized his visit, the present season, to Niagara, was abandoned, but not so much as to prevent strictures on what is called his parsimonious proceedings. Lady Elgin had a reception for ladies; and in this excited time, the circumstance of keeping her gloves on, according to the rules of Court etiquette, was taken notice of, the paucity of any great amount of public entertainments, in contrast to the Earl of Durham at the same place ten years previous, was also noticed; however there was a great scene of activity in the little village of Drummondville, in the chief hotel of which the court was held, while the Governor resided there, and a corresponding depression was felt after he left.

The succeeding entries in his private journal are:—

"Attended Council from Monday until Saturday 20th at Drummondville. Spent till Tuesday 1st Novcmber, at St. Catharines.

"Received a telegram to attend at Toronto."

Thence he writes 2nd December:—

"DEAR CATHERINE,—I have taken quarters in Queen Street, two doors from Church. David says he has spent £20 for his landlord, Mr. Bolton, already. He will be in readiness to receive you in the course of the week. You enter a hall, drawing-room on right, and dining-room on left, and my office behind; sleeping rooms up stairs, with spare rooms, for we will have friends occasionally.

To the author he sends his instructions, Dec. 3rd:—

"Let the chesnut mare be well taken care of. Have the harness repaired. You will send her and the wagon, saddle and bridle, a good halter and all her clothing. I shall have the stables ready this week, with hay and oats."

These instructions were qualified by:—

"If open and fine I will expect you, if not you will of course defer your visit till after Christmas."

This happened, and Mr. M. came over to spend the holidays. They crossed the lake with their necessary effects for a winter's sojourn, the day after Christmas.

December 28.

"We have to chronicle at this usually happy season, the sudden and unexpected demise of George Prescott Esq., secretary and treasurer of the Welland Canal office, who retained his highly responsible post during all the changes since his appointment before the rebellion;—a proof that Government appreciated the efficient and faithful discharge of his duties.

A journey up the line, on business connected with the office, a fortnight before, brought on a severe cold, which acting on a constitution already impaired by official confinement, caused his sudden and lamented death."

The Suspension Bridge had been opened for carriage travel, and already shewed its success by paying a handsome dividend.

1850.

We make use of Mrs. Merritt's journal for details of the late Winter's proceedings.

"We came over to Toronto, Friday, did some shopping; saw a St. Catharines friend, now a resident here.

"New Year's day was observed by the gentlemen calling, a great many of whom took advantage of the custom and presented themselves.

"The next week of our sojourn was occupied in receiving the calls of our old friends in the city, among whom are His Grace, the Lord Bishop, Mr. and Mrs. Robinson, the Misses Baldwin and Miss Strachan.

"On Monday it rained; the consequence was, we had to drive in mud. We called on the Bishop next day.

"Took in Frances, (Mrs. J. Ingersoll) from her boarding school, and went with the party to see our old St. Catharines friend, Mrs. Fitzgerald, and daughter, Mrs. Hayes.

"Next day, Sunday, 13th, attended the Cathedral, where a stranger preached. Attended Methodist meeting, accompanied by Mrs. Wood, Mr. Merritt's cousin, who had taken tea with us.

"After driving F. to school, returned to our lodging. Mrs. Robinson called.

"19th,—Drove, in company with Mrs. P. and her daughter, (formerly of St. Catharines) as far as Don Bridge.

"16th,—Warm, with occasional rain, which did not prevent us driving around the streets of the town. Mr. M. accompanying.

"17th, Mr. M. out dining with the Bishop.

"18th,—Mr. S. Keefer and wife arrived.

"19th,—The sun rose this morning clear; the second time since my coming here.

"29th—Mr. Grassett preached. After service, though it was a wet day, Mr. M. and I rode out to the Asylum.

"21st,—Again rain. Miss Jarvis here. We called on Mr. Cameron and Strachan, and dined with the Widders.

"22nd,—Received a welcome letter from my old friend, Mrs. Hawley, who is keeping the house.

"23rd,—Sun shining to-day. Went shopping. Had the carriage up, and went to meet Mr. M. Returned Mrs. Ridout's and Robinson's calls.

"24th,—To Council Chamber for Mr. M. Together to wharf, expecting son William, who, however, did not come. Took a turn in College Avenue. At a quarter before seven, set out in our carriage for Elmslie House, to dine with the Governor and Countess; the dinner over and all by half-past 10.

"25th,—Took a long walk with Mrs. K. to the new hospital. Saw soup kitchen; a very good arangement.

"26th,—Not up till 10. William came over, quarter to one.

"27th,—Snowed all day.

"28th,—Mr. Merritt and W. wrote until three, when Mr. M. was sent for. This is the fourth time he has attempted to write, when he had been interrupted.

"29th,—William returned home.

"1st,—Calling with Mrs. K.

"2nd,—Spent Sunday in doors.

"3rd,—Received a letter from Thomas in London, he having crossed the Atlantic in December.

"4th,—Mayor Foley, from St. Catharines, who had been chosen this year, called and brought a letter from son William.

"5th,—Spent the evening with Mrs. Hayes.

"6th,—Drove out, calling at the office, and bringing home Mr. Merritt to dinner.

"7th,—Snowed, which then turned into rain.

"8th,—Mayor Foley called before his return; entrusted him with a letter home.

"9th,—Rain all day. Mr. M. attempted to stay here, and was sent

for as usual. I have received no tidings of J., who, after we left, had gone to Mayville, by way of Dunnville, on horse back.

"10th,—Walked to church. The carriage roads all mud. Our pew is so far back, we could not hear the sermon; therefore the greatest satisfaction was in the prayers, which we knew. At a quarter to 4, drove out as far as the cemetery, and took a view of the picturesque river Don, on whose bank it is situated. On our return about nine, who should appear but Jediah, he having come round the head of the lake, on horse-back.

"11th,—Breakfasted at 8 this morning; our usual time 9. Went with J., to Yorkville, to call upon Mr. Merritt's cousin from St. Johns.

"On the 12th, Frances and J., accompanied by Mrs. K., attended the Governor's Ball.

"Mr. Merritt stopped here all day. In the afternoon our drive extended to the king's wharf. Returning, took J.'s horse, which was fresh, and dragged Mr. M. out. Fine sleighing on the Bay.

"The week was spent in visits and drives.

"The cheerful company of Mr. S. Keefer, and his amiable lady, who played exquisitely, with the visits of friends, made the winter pass agreeably.

"The steamer crossed pretty regularly to Niagara."

18th,—The author started for home in a snow storm.

The same difficulty continued to induce the President of the Council to leave his occupation in order to take the necessary exercise, and the memoranda notes and tables of figures also show with what industry he pursued his absorbing measure of Retrenchment.

Mrs. Merritt's journal continues :

"We left the capital, with its gaiety, on 25th March; and here people ask how I like Toronto: my answer is, very well; and why? Because my husband is there. Still Mr. M. is entirely devoted to his public business, and I must reconcile my-self to it as well as I can. Scribble, scribble, all the time; I wonder he does not lose his senses.

"He says that he will bring about Retrenchment, or leave the Government. I don't know which I ought to wish for most.

"Thomas, who got home from England on the 28th, and our little family are once more assembled, around our own fireside, and my heart was filled with gratitude to the giver of every blessing.

"Mr. M., who had returned to Toronto the day after the 13th, returned to St. Catharines again and spent Sunday.

"5th May,—Mr. M. home to attend his election, having resigned his position as President of the Council. He spoke to the people for two hours and a half, then returned to Toront. Next day Parliament opened."

Previous to the opening of the House at Toronto, Mr. Merritt was called upon to take the office of Commissioner of Public Works, a position which was more suitable to his tastes and ideas than the one he held, as he now was placed where he could urge and carry out measures of real benefit to the country. He was re-elected by acclamation, and returned to his duties in the Council.

We subjoin the following leading extracts from the speech of our sub-

ject on this occasion, to show his general views, on those really important questions, which in his estimation were of greater importance to the country, than the many other trivial matters which occupied the time of the people and Parliament at this period.

"Gentlemen—There are few men more fortunate than myself in retaining the confidence of my friends, and the forbearance of my opponents. This is the fifth time you have honored me, by returning me as your member; but this is the first time I have appealed to you as a Minister of the Government. Hitherto the interest was local, but now every man, from Gaspe to Sandwich, feels an interest in the result of this election.

"It is not my intention, gentlemen, to attempt to conceal the present state of public feeling. I was quite as well satisfied in my own mind, before accepting office, that dissatisfaction prevailed as after the occurrences of last year had actually taken place. The cause of this discontent is not of recent origin; the seeds were planted before the present administration came into power. It is to be attributed to the Union Act of 1841, and the change in the Colonial policy of Great Britain in 1846. The first did not establish a sufficient check on the expenditure of the public money; transferring the power of originating money bills from individual members of Parliament to the Executive Council, has proved a failure. The public debt has been increased, under the present system, to about £4,000,000. Customs duties have been increased from 2½ to 12½ per cent. *ad valorem* on dry goods, and on other articles of consumption much higher. Excise duties have been established, and internal taxes increased to the amount of at least £500,000 per year, which, in addition to the debt contracted, has also been expended (except for the ordinary expenses of the Government) on unproductive works, and other objects yielding no return, leaving the interest to be paid from Customs, thus keeping up high rates and diverting trade into other channels.

"No Government in Canada can retain the confidence of the country, that does not effect a free interchange of produce and commodities. High taxes and low prices cannot co-exist with contentment in this or any country. The Anglo Saxon race would not listen to excuses; their constantly recurring cry will be, 'Why are we not as prosperous as our neighbours?' To this question the Government must give a practical and satisfactory solution.

"From these remarks you will observe, that I have been prepared to witness depression and dissatisfaction. It was the inevitable effects of the policy and system pursued. * * * * *

"Whatever differences of opinion may exist, as to the distribution of the proceeds of the Clergy Reserve fund, your children will be indebted to the foresight of the Lord Bishop of Toronto for its preservation. What would have been the disposition of this fund, had it been placed under the control of the Provincial Legislature? Under our past and present systems, not an acre would have been preserved. While other public men in this generation, to whom the management of 35,000,000 of acres of land have been entrusted, have allowed almost the entire capital to be squandered, through the bisbop's influence this portion of it has been preserved. I am well aware of the state of public feeling on the subject of the distribution of the Reserves, but I entertain no doubt that they, and all other measures under a

government who have the management of their own affairs, will be settled in accordance with the views of a majority of the people; but I maintain that they are altogether a secondary consideration compared to other matters which involve our future peace and prosperity.

"I have long been satisfied, that our Clergy Reserves, University, College and Common School Lands can be converted into capital ample for the construction of a Railroad from one end of the province to the other, and that too on the same enlarged dimensions as our ship canals.

"Samuel Keefer Esq., Engineer to the Board of Works, has made a statement on the increased Western trade, based on the number of tons passing from Lake Erie to tide water, through the Erie Canal, which gives an actual increase of 22 per cent. a year, commencing at 121,671 tons in 1838, and ending with 769,659 in 1849.

"From surveys already made, it appears that a safe channel can be effected in descending the river, by removing a few obstructions, without passing a single canal, at a moderate expense, after which the St. Lawrence will be the best and cheapest navigation known in the world. A vessel will then pass down from Lake Ontario to Montreal, drawing ten feet of water, a distance of nearly two hundred miles, in twenty-four hours, and return through the cuts or canals by slack water navigation. This will restore the same natural advantages which you possessed before 1812, and restore the same relative prosperity you then enjoyed.

Another link of this great chain, is the connection of Lakes Huron and Superior, on the same dimensions. It requires but one lock, and a short canal, on the Sault Ste. Marie.

"Deepening Lake St. Peter—improving the Ottawa, and connecting the River St. John, New Brunswick, with the Madawaska.

"We hear of the unexampled increase of canals, railroads, and other improvements in the Far West—the high price of wages, and constant flow of emigration. What is the cause! What has brought the Ohio, Indiana and Chicago Canals into operation at so early a day? and what at this moment are the means employed in connecting the Wisconsin and Fox Rivers to make a navigable communication from Prairie du Chien, on the Mississippi to Green Bay, on Lake Michigan. *Public lands* gave the impetus, and within a few years has turned a wilderness into a thickly populated country. * * * * *

"Although the elements which have produced dissatisfaction are beyond the control of the present Administration, they will still be held responsible. No Government, it matters not who the individuals are which compose it, or from what party they are selected, can give satisfaction, unless Canada is as prosperous as the country on the other side of the boundary. That is the test, and the only test in which public confidence will be continued or withdrawn. If proof were required in support of this statement, it is only necessary to refer to the late administration. They were placed in power because the preceding one did not give satisfaction. The present were brought into power because the last were equally unsuccessful. The same fate awaits the present Ministry, as certainly as day succeeds night, unless measures are adopted to secure our future prosperity. It was for this object that I accepted the drudgery of office, and it is by this test only that I shall claim your confidence in future.

"I confess, gentlemen, I had an object in view in accepting the situation. Having been one of the earliest advocates in connecting our great inland waters with the ocean. I feel a strong interest in seeing them finished, on a scale commensurate with their extent, at the earliest possible moment, confident that their success will far exceed the expectations of the most sanguine."

The political position of our subject about this time, seems rather peculiar, when it is remembered that what may be called strict party lines were drawn between the "ins" and "outs." Still, politically speaking, we fail to find in Mr. Merritt's career, as a legislator or public man, any act having for its object the mere assistance of political views, for the advancement of his friends; on the contrary his ideas were exclusively national, and in whatever manner he may have changed sides with his political associates, we think our readers can arrive at no other conclusion than that the sole and only interest he had in view, was in endeavouring to raise his country, commercially to the same position as others who were rapidly progressing in things needful to a great nation

The opinion of an elector, who was a frequent correspondent of our subject, is here inserted.

"*To the Editor of the St. Catharines Journal*:—SIR,—On my return from the election, I thought over Mr. Merritt's observations and propositions, together with the announcement that a Commission of Enquiry on the great question of Retrenchment would be formed as soon as Parliament assembled, in which every salary would be brought under review. Wait a bit; we shall see whether anything more than the cheese parings and candle ends of office are intended; and upon analyzing his speech, this one measure is all that at the present session is to be granted. The soundness of Mr. M.'s views on the subject of the financial difficulty, the want of a market for Canada, which now stare our loan-mongers full in the face, few can doubt, fewer still, the necessity of meeting the change from loans to the payment of the debt already accumulated. He also stated how this could be accomplished. He has never doubted the resources of Canada, and were his views to be acted upon, an approach, at least, to that harmony and prosperity he described might be made; yet the whole of the present discontent would not be removed if Reciprocity was attained.

"Mr. Merritt proposes to pay off the debt with the Council revenues, keeping on the import duties until 1866 to pay the interest, near one-half the present amount of taxation, 16 years ahead; yet to be free of debt, almost any reasonable sacrifice must be made. This is not Free Trade; not that Free Trade is necessary to the colony, or the happiness of the individual, and some doubt exists if his financial ability will be granted, with zeal to carry out his views, as every year will increase the demand for assistance on public works."

We add, to show the strange and erroneous views held by the Reformers of that day about municipal economy and choice of representation:—

"For the doubtful principle of carrying on public buildings and public works by loans to be repaid with interest, instead of which, each locality, where money is likely to be wanted, may increase their rate two or three

years before the work is begun; they will thus have a fund of their own, without interest; and was every township in the province to raise a small surplus fund, to be invested and secured in the Provincial accumulated stock, proposed by Mr. M., there would then be a live capital producing interest (instead of a loan bearing interest,) to the investing locality, and an accumulating fund to exist to carry out any improvement in the locality which may be thought necessary, as it would be at all times available, with proper notice to the Provincial Bank of issue.

After a long vacation the House opened on the 14th May. Few measures of importance were promised in the speech, but the country was congratulated on its prosperous state, and the high position of its credit abroad. Our subject moved for a Retrenchment Committee to examine into all the expenses of the country, &c., that the people might see how the public money was spent. On the 6th of June the House adjourned, so that the Governor and Members of Parliament could visit the Welland Canal, which had now been fully completed. On the 7th they came across the lake in the Steamer *Chief Justice Robinson*. On arriving at St. Catharines, they were presented with an address. They proceeded to Thorold in carriages, and then took the Steamer *Britania* for the rest of the way. The day was a delightful one, a glorious sunshine lending a charm to the trip which all seemed to enjoy so well. An abundance of refreshments were on board, which it is needless to say were well attended to. At Merrittsville a sumptuous dinner was prepared and partaken of, and to say that full justice was done to the noble spread would be superfluous. Here the Governor left them and went to the Falls.

The rest of the party proceeded to Gravelly Bay, where, in consquence of insufficient hotel accommodation for such a large company, they encamped for the night, and amused themselves with songs, jokes, and boisterous merriment, stimulated occasionally by copious libations, so that many were determined not to "go home till morning."

At 7 A. M. they embarked for Buffalo, where they were publicly received by the Mayor and citizens, who treated them with unbounded hospitality. They returned to Toronto on Monday, delighted with their trip. It was remarked that this excursion tended very materially to harmonize the feelings existing between the members from Upper and Lower Canada, afterwards too soon to be disturbed.

The following is from the *Journal* of 15th August:—

"The Hon W. H. Merritt left yesterday for Montreal. We wish him a pleasant journey, and a safe return. His office is certainly no sinecure.

"The people place unbounded confidence in him, and seem sometimes to think that if there is a grievance, 'tis he must remove it. That if the depression under which trade and commerce lay, be displaced by activity and prosperity, Mr. M. must single handed accomplish it; that even the "Law's delay" must be hurried into the activity of speedy justice, by this member of the Council.

"To every complaint the President kindly lends an ear, and sits 'like Patience on a monument smiling at Grief.' Canada has an honest and able statesman in the Hon. W. H. Merritt."

The first of Autumn, Mr. Merritt prepared to visit the public works. His first direction was River Trent.

The western and St. Lawrence improvements were familiar to him from the frequency of his visits, but this northern territory was entirely new ground.

Left Toronto Tuesday, 3rd Sept., in the mail line "*City of Toronto*," captain Tewey. Landed at Port Hope at 7 o'clock. Here retiring to his apartment, as was his custom, (and leaving directions for Mr. James McGibbon, the Superintendant of the Government road to Rice Lake, to have all ready for visiting in the morning.) He closed himself in his room and commenced his business by inditing letters of enquiry to Bouchette, Dewitt and Co., Montreal, Mr. Methot and Capt. Bayfield, Quebec, noticing his intended visit, requesting them to communicate with the officers, and be prepared to give him information on various subjects connected with the St. Lawrence improvements. He was at work again before breakfast, which he had barely finished when Mr. McGibbon drove up. He was highly pleased with the appearance of Port Hope, and the signs of prosperity in this thriving little port, (all produced by the outlay of Government funds,) in the building of a commodious pier, and connecting it, by improvements, with the back country.

A note in Mr. M's memo. says:—"Had I known the position of this harbour, the corporation would have paid more money for it."

Mr. Merritt and Mr. McGibbon reached Bewley's landing in time for the steamer on which Mr. M. took passage to Peterboro', where he remained the rest of the day, listening to and examining claims for damage on account of public improvements. This and the next day until five o'clock, he remained at Peterboro'. Leaving at 5, on his way to Belleville, lodged at Fosset's Tavern, near Cambleton, reaching the Lake again at dinner time, by Kean's. He gained Crook's Rapids by 7 o'clock, P. M., noted "that this was over a bad road."

Saturday, Sept. 7th,—Here, taking a horse, rode to "Healey's Falls," ten miles, Farmon's Bridge three miles, Mud Falls four, and back again to Healeys Falls, sleeping at Mr. Ranney's, superintendant of the navigation at Lake Scugog.

Sunday, 8th,—Started after breakfast, in a light one horse wagon, driven by his host. Passed Chisholm's Dam, then to Frankfort, on Cold Water Creek six miles. Arrived at Belleville at midnight, a distance of 17 miles.

Monday, 9th,—Left Belleville in steamer, passed the Bay of Quinte, and arrived at Kingston at 2 o'clock. As this is a port to which letters had been directed, one received from Thomas Keefer determined Mr. M.'s direction.

Mr. Merritt's Journal, adds:

"Took the States steamer *Ontario* to Ogdensburgh, accompanied by the gentlemanly contractor, Mr. Calvin. Saw the store-houses, &c, of the Ogdensburgh Railway.

Took the steamer *Highlander*, passing through the Long Sault, stopping at Coteau, where a boat had been prepared to pass through the rapids. Captain Maxwell and Thomas Keefer accompanied. Examined Split Rock and Prison Island. Neither are formidable obstructions. Thus it appears that this noble river has already opened a channel of sufficient depth to admit the passage of a vessel drawing at least eight feet of water from Lake Ontario to tide water.

"The States steamer picked us up in Lake St. Louis, landing us in Montreal in the evening. Left the applications for mill sites &c. for Mr. Keefer to investigate.

"Thursday, 12th,—Visited the Lachine Canal with Mr. Bourit.

"Friday, 13th, Visited Chambly Canal with Mr. Bowen.

"Saturday, 14th,—Examined mill sites, paying a visit to Major Campbell, and examined his model farm.

"Embarked on board the *Montreal* for Quebec where I arrived at 11 o'clock. Attended Evening Service 3.30. Was visited by Mr. Methot, Cauchon Lemieux and Ross, with Treasurer of the Trinity Board.

"Monday, 16th,—Entered fully into the subject of the decline of trade through the St. Lawrence, in a number of queries submitted to the Trinity Board and others. The papers for consideration were Lord Stanley's despatch, 15th March '43; letters from the Admiralty, Capt. Boxer, 8th Sept. 1843, and 18th July, 1842; relative to Imperial revenue on the St. Lawrence, Mr. Wilson M. P., 8th and 16th of January, 1850; remark on St. Andrews Railway, Capt. Bent R. E., 1850; on the improvement of St. Johns River, Rev. C. Churchill's remarks.

"Sept. 17th,—Sailed with Capt Boxer to visit Gilmore's shipyard at 9 o'clock. On Tuesday had an interview with Trinity Board, at 11, and Board of Trade at 2 o'clock P. M. With Mr. Gilmore again over his establishment at 3 P. M., said to be the largest private ship building establishment in the world.

"Wednesday, 18th September,—Spent the day in taking opinions on the subject of improving the St. Lawrence below Quebec.

"Find, that out of two hundred and forty eight vessels of this firm, of 340,597 tons in eleven years, from '39 to '49, only two were lost, the *Carlton* and *Pekin* at Manicougan Shoals, and Fox River.

"Visited Mr. Scott's premises at Cap Rouge, passing one pike and back another. Conversed with several gentlemen on necessary improvements.

"20th,—Embarked on board the steamer *Doris*, belonging to the Trinity Board.

"After examining Mr. Patton's yard and mills, embarking in his boat. Visited thus far, St. Michaels, five leagues below Quebec, Berthier, St. Thomas outlet of South River, with Mr. Patton, Senior. Went on shore at L'islet, anchored off the Pillars. Each of these places require long piers.

"Saturday, 21st—With Boxer, Keefer and Methot, examined L'original, and received an address, while Mr. Methot examined Kamouraska. Arrived at Riviere Du Loupe, 119 miles below Quebec, about seven o'clock. Met by Mr. Jones, the Mayor, who presented an address—Much enthusiasm.

"Sept. 22nd,—We were anchored off Riviere du Loupe, opposite the

Brandy Pots, where I landed in 1809, from the Brig *Lord Sheffield*, forty-one years since: Many changes since then, and many more must take place in a like number of years to come. Was shown the Falls at Riviere du I oupe, and the height of land beyond. It is only sixteen miles across to the St. Charles River. Mr. Wilmot, whom we met coming down, mentioned that he had seen a boat there, which plied to the St. John River Falls. The examination gives a most favourable indication of this route. The distance on the Temiscouta route, thirty-six miles, Madawaska, thirty-seven ; in all, to the boundary of Canada, seventy three. Hence to Great Falls, thirty-four. Woodstock, twenty. From Woodstock to St. Andrews, eighty entire distance, two hundred and eleven miles, whereas Major Hewal in 1836, made it only two hundred and sixty to Quebec. Wrote Thomas Keefer to come and survey this route, and to the President at St. Andrews, and others, on this communication.

"Got under way at eleven o'clock, steered over for the mouth of the Saguenay, and left the St. Lawrence for the present to examine that river. Passed the Trinity, a mountain 1800 feet high, St. Louis Island, and anchored at Grand Bay, 69 miles up.

"Monday, 23rd,—This is a most singular and interesting river, for the boldness of its scenery; but its advantages must be confined to lumber. It will hardly afford grain enough to supply the lumbering population."

"Noticed several loads of hay going to the Prices' establishment, who were then shipping lumber to New York.

"24th,—Left the Saguenay and anchored off the landing below, in a fog.

"25th,—Landed at Green Island, saw a States ship loading deals. The captain working in her hold, who said he found no difficulty in piloting himself. He thinks fifteen days an average passage to Boston.

"Run down three miles, with Mr. Barry, to his mills, pointed out the line surveyed for the railroad along the bank of the St. Lawrence.

"Mr. Bertrand, seignieur presented an address. Went over a good road in tandem to Trois Pistoles. Arrived at dark and slept at Mr. Titus'.

"Saw an intelligent lumberman, who was for many years, employed in running logs.

"River Pistoles takes its rise within a few hundred feet of a lake that flows into Lake Temiscouta ; Here a small ditch is cut, and logs from the St. Johns River float into the St. Lawrence.

"26th,—Went off in the morning with a pilot boat to our steamer. Got under way, and anchored off Barnaby Island about noon. Sent a boat on shore which brought off Dr. Tache M. P. for Rimouski. Got under way again, and ran down off Metis.

"The Kempt road leads from Point Aux Senelles near River Metis to Restigouche on Bay of Chaleurs, about 40 leagues.

"The road from Metis to Matan about twenty-five miles on the coast, is designed to promote settlement. No road below Matan. A few settlers on the coast, below Township of St. Denis, only one settlement.

"The road leads back into the country from River du Loupe to Metis. No tavern from River du Loupe to Rimouski. The number of travellers about seven hundred in one year.

"Matan River—Capt. Bayfield remarks,—This is a fine river, 33 miles W. ½ S. from Cape Chatte. Reported to have its source in a lake of consi-

derable dimensions, about sixty miles distant. Depth of water over bar, four feet at low, and fifteen feet at high tide, channel narrow, bar shifts. Inside of the bar, extreme between two points, thirty fathoms wide, is a useful place for coasting vessels. They ground at ½ tide on a mud bottom, anchorage in 5 fathoms ½ a mile off.

"Landed at this place. The Seignior, Mr. Frazier, has a small grist mill, and a lumbering establishment of Messrs. Lemisurier, forms the business of the place.

"Friday, 27th,—At about 3 o'clock P. M. got under way, with a favourable wind and tide, on our return, quite satisfied that no harbour of refuge can be made at any expense which the trade can bear or sustain. Also well satisfied that no harbour is needed for the safety of any vessel large or small. The neglect of sounding alone causes the numerous wrecks on this coast. Cape or Point Des Montes on the north shore is the point which vessels should make in or out.

"Trinity Bay 5½ miles below this point forms a safe harbour from westerly winds, and St. Augustine Cove 1½ miles above, forms a safe harbor for coasting vessels drawing ten feet of water, from easterly winds.

"Although one week has been occupied since leaving Quebec; it has been time well spent, as far as my judgment is concerned.

"Little Metis Bay, 23 miles, is open to eastward, and small vessels can anchor in the stream at three fathoms in low water.

"Grand Metis, five miles, safe anchorage outside until October, good all along this coast.

"28th,—Left Dr. Tache, Keefer and Commodore Boxer. Sounded harbour at Barnaby Island.

"29th, Sunday—River du Loupe, to north shore. Anchored off Mal Bay.

"30th,—Reached Isle of Coudre at 3:45.

"1st October,—Got under way and arrived at Gross Island at 7.

"2nd,—Visited Quarantine establishment there.

"3rd, Thursday,—Arrived at Quebec, letter from Tiffany, from Washington. Was not aware of his having left.

"4th,—Busily occupied in obtaining information on various points.

"5th,—Unwell all day. Left Quebec at 5. In 12 hours to Montreal.

"6th,—Better late in the evening.

"7th,—Montreal—Met directors of St. Johns Railroad.

"8th,—Examined lease holders. Want list of rents left with Hinchs.

"9th, Wednesday,—Left in the morning at 7:30 for Ottawa.

"10th,—Investigated tolls, collectors, and slide tenders.

"11th,—Visited Chats Slide with Mr. Lyon, M. P.

"12th,—Returning, passed the Grenville Canal and St. Anns Lock.

"13th, Sunday,—Montreal—Heard Mr. Adamson.

"14th and 15th,—Examined Lachine Canal.

"16th,—To Beauharnois. 17th,—Dickinson's Landing.

"18th,—Farrell's Point, Matilda. 19th,—Left. 20th,—At Cornwall. 22nd—At Dickinson's Landing again. 23 and 24th,—Chambly. 25th,—To Montreal on board freight boat. 26th,—Ogdensburgh. 27th,—A gale. 28th,—Rochester. 29th,—St. Catharines, via Bridge. 30th,—Toronto. 31st,—Council met. Nov. 1st,—To St. Catharines. 4th,—Business of Canal with Mr. Killaly. 11th,—Toronto, and finished two reports.

Mr. Merritt's report, and that of his assistant engineers, and others connected with him, contained in the Appendix to Journal of 1851, consisting of 80 pages, are a history of the improvements of the water communications of the country, up to a date when railroads appear to have succeeded in popular favor all other modes of communication. The following extracts are the concluding portions of the report:

"*Firstly*,—The removal of every bar in the River St. Lawrence.

"*Secondly*,—The construction of two Tug-boats of the best and most powerful description, similar to those now in operation on the Mersey, or on the latest improved plan, to cost, say £25,000. This outlay will enable vessels to make an additional number of trips, lessen the price of freight, rate of insurance, and thereby draw a greater quantity of produce through this channel, yield a larger amount of revenue, and amply repay this expenditure. One half the annual expenses, it is presumed, will be paid by vessels for towage, the other half from the saving in management of Lights, Pilots, &c.

"*Thirdly*,—The construction of Piers and Landing Wharfs.

"SECOND BRANCH.—In this is comprehended all those causes which operate at present, to render the cost of freight from New York to Europe, so much lower than from Montreal. A barrel of flour from Lake Erie, can be delivered at Montreal one shilling less than at the port of New York, but from Montreal to Liverpool, the freight is three shillings and ninepence, against one shilling and threepence from New York, leaving one shilling and sixpence per barrel in favor of the latter. This on a cargo of 5000 barrels, is equal to £375 for the trip, which the Vessel for New York must receive on her return cargo, or this difference in price between the two ports could not exist. Although it is understood that the entire cost from Quebec falls on the outward trip, no satisfactory reason has been assigned why this return freight should be necessarily directed to New York.

This report is thus noticed by Mr. Joseph Bouret his successor in office:

"These papers have been collected and prepared by Mr. Merritt, individually. The subjects of which they treat are various, and involve the highest interests of the country; and the adoption of the projects recommended in them would create a necessity of adding largely to the existing debt. Finally, the whole time of the office, since these documents have been transmitted to it, has been occupied in attending to the arbitrations on unsettled claims against the Department, and to the preparation of the several Statements and Returns required for the Legislature. Under such circumstances it cannot be supposed that the present Commissioners have had that full opportunity of investigating and considering the several subjects, which they should have, before they would be justified in making any final official recommendation thereon; and their disinclination to do so, is further increased, by finding the opinions and information derived from the various sources, and embodied in the documents on which the conclusions arrived at in the reports are based, to be in many cases wholly irreconcilable with each other. A considerable portion of the matter introduced, having reference more immediately to financial affairs, and such as involve the general commercial and inter-provincial policy of the country, is, in the opinion of the Commissioners, out of the scope of their duties."

We have seen that the Welland Canal enlargement was no sooner in a safe way towards completion, than our subject turned his attention to those of the St. Lawrence, and during their completion we find him making war on the carrying monopoly, for their exorbitant charges. A monopoly which we have seen, was defended by Mr. Hincks while editor in Montreal, and others in that city and places adjacent.

The same spirit was displayed in his ideas on the Tow-boat and Barge system, partially adopted by the Government to expedite the traffic on Canadian waters, but his scheme in this particular reached far beyond our ordinary conceptions; in fact, it extended to the uttermost points of the St. Lawrence. Reasoning from the national stand point that the people of Canada were entitled to all favour they could fairly gain over any rivals. He conceived that the closer to Europe our carrying trade was extended, the more profits would accrue to our people engaged in it, from the fact that grain &c. which was then, and is now delivered in Montreal for shipment, might as well be brought on to depots established on the Gulf of St. Lawrence, whose waters could be as safely traversed by light craft, and tow-boats as any of the great lakes, and the profits which have enriched European shipowners for the extra two thousand miles of inland navigation could be safely made by ourselves, creating at the same time, an extra demand for men, vessels and machinery, which could be supplied at home, instead of going into the pockets of those, who, although prepared to draw ample subsidies from the Canadian people, have scarcely a native or adopted Canadian employed on their vessels. Hence we think that his coalescing with the party now in power was more for the purpose of assisting in developing the ample resources of the country, and endeavouring to shape its wants to the altered requirements of the times than for any simple party motives.

While Mr. M. was engaged in the Lower St. Lawrence, opposition was commenced in the Reform ranks, to account for which we notice an occurence which transpired in the House before his departure.

It appears to have been the fate of this Parliament to be assaulted by mobs; in Montreal, being deprived of their Legislative Hall; in Toronto, it was a combined force of newspaper reporters and editors, who disturbed the august assembly, claiming the right of accommodation in the same hall.

Petition to House of Parliament :—

"That inasmuch as the whole people of the Province cannot be personally present at such proceedings of your honorable House, it is the opinion of the undersigned, that the reporters of the press, in addition to their right to be admitted as a portion of the public, ought also to be provided with suitable accommodation, so as to be enabled to make known the proceedings of your Honorable House; and ought furthermore to be protected from such annoyance as may prevent or impede the publication of your proceedings."

This was signed by both the Messrs. Brown, and several of the reporters on the *Globe* staff and others of the printers craft in Toronto.

"Col. Gugy undertook the defence of the privileges of Parliament by giving notice of a motion in the Legislative Assembly, yesterday evening, to the effect that measures be taken for the condign punishment of those reporters who shall not give correct and impartial reports of the proceedings of the House.

We have noticed the assumption of some editors to represent their own views, as those of the public. There was but one other step to assuming the power to carry out those views.

The following are the grounds as enunciated by the *Journal*, and very soon acted on by the *Globe*:—

"We have been amused by the ridiculous arguments which we have lately heard urged in defence of the privilege of Parliament as exercised in reference to the Press. "For instance the Press is divided, how therefore can it represent the people."—The man who uses this argument, forgets that it applies with just as much force to the members of the House as it does to the Press. Again, it is asked "when did the people choose the Press to represent them?" We answer, ever since the people possessed a Press, it has been their Representative. In all the struggles of power against right, it has represented them; aye, and in many instances successfully too. If the objecter means that the formalities of choosing representatives have not been performed; we agree with him, because such formalities are only necessary in places where a virtual and a natural connexion do not exist; but between the Press this virtual and natural connexion always exists, and no formalities are required to give force to it.

"An antagonism has evidently ensued between the *Globe* and the Hon. W. H. Merritt, on the subject of retrenchment. The minister would regulate our revenue from customs by public opinion. The organ seems to doubt the character of the arbitrator. Now, whether public opinion would or would not regulate the matter between the smuggler and the revenue department, the parties being in opposition and having different interests. We will not say; but of this we are quite certain, that when ever public opinion is appealed to, as to whether we shall raise a revenue from customs, or meet that portion of 'the ways and means' by direct taxation, public opinion will now be heard to give a preference to the latter. It only requires that public opinion be taken on the subject, and badly as the people may be informed in the science of political economy, it will soon be pronounced in favour of the cheapest and most honest way ever a revenue was raised."

We quote the following from the St. Catharines *Journal*, *Examiner* &c., to show that being committed by his speech to his constituents to remain only in the Government as long as he could be of service to his country, on the score of meeting their obligations, and all the measures being under satisfactory progress, and an equal understanding among his colleagues having been established on all questions save retrenchment (to this, viz:) on the unnecessary extravagance of the Government, the advanced wing of the reform party insisted on his making attack, led by the editors.

From the *Examiner*, Aug. 15:—

"The Hon. W. H. Merritt and the *Globe*.—The *Globe*, the organ of the Government, attacks, with unaccountable and unjustifiable bitterness, the retrenchment scheme of Mr. Merritt, one of the members of the Government.

"We say that we cannot account for this violent attack upon Mr. Merritt, unless the *Globe* be the organ of Mr. Hincks and the other enemies of retrenchment in the Government, and perhaps also to weaken Mr. Merritt's influence before he may retire from an administration which has set itself against public opinion."

Sept. 19.

"The more we examine the propositions of the Hon. W. H. Merritt, as submitted to the committee of retrenchment, the more deeply are we convinced that they contain the principles which our policy must embrace, in order to make Canada what God and nature intended she should be. The reduction of customs duty, preparative to its entire removal, is one of Mr. Merritt's principles. To this he pledged himself before his constituents, and when they come to read his evidence submitted to the Committee of Retrenchment, they will find that he has faithfully and honestly kept his promise."

The evils of what is called Responsible Government seemed at this time to be felt sufficiently by a portion of the people to create a murmur, loud enough to attract the attention of the Press. It would appear that there were many who thought that the question of responsibility tended more to create two parties, both under the influence of the parent state, than to develope Canada; in fact that English interests alone occupy the attention of the politicians and would-be office holders, who were rapidly filling the country and driving out those whose feelings lay here.

Under the circumstances, it is not surprising that these articles should appear in the *Journal*, *Examiner*, *Globe*, &c.

The following are the remarks in the *Journal*, referred to:

"That the patronage of any men conducting the Government of Canada should be bestowed within a narrow confined circle, excluding therefrom men either English, Irish or Scotch, because of the accident of birth, is an outrageous violation of justice, and a gross insult offered to community. In a British colony, no man is entitled to any patronage over his fellow citizens, merely because he happens to be born in the country.

"It has acted as an incubus on the country, and has been made the instrument of foisting on the country, men devoid of every proper qualification for the offices they were pitchforked into."

Such language can be best understood when we remember that it has resulted in driving out of the country the bulk of our young men, and fastening a multiplicity of offices, of every conceivable sort, like barnacles on the colony. The same results might have lately occurred in Manitoba, had not Reil's incipient rebellion brought legislators to their senses, and gave rise to "better terms" for the *metis*. An Americanism known as "Carpet Bagger," fitly applies to the authors of such ideas.

This was just the reverse of our subject's policy. Being a careful reader of Adam Smith, he believed the wealth of the nations only to consist in remunerative undertakings, and these were known only to those who had long resided in the country.

Innovation took the place of reform, and less action, but more activity prevailed. The loss of the militia organization has hardly been made up by the expensive volunteer system. The expansion of monopolies—the multiplication of "rings."

In the heat of controversy some facts are disclosed by each of the parties concerning the other that under a less degree of political pressure passed over in silence. The evils attending Colonial government at all times are here (Journal, April 26) given prominence.

"The Montreal *Gazette* makes a loud outcry against the 'divide and govern' principle, upon which Lord John Russell is accused of trying to 'swamp Canadian interests. We are much pleased to see the Tory press at last come out in opposition to this Machiavelian practice, by which governments have certainly inflicted the greatest amount of political evils. . . . . The *Gazette* to be consistent should come out against the Orange Society, an exotic found to be unconstitutional even in the climate where it originated.

"One of our cotemporaries last week classifies the St. Catharines *Journal* as 'Ministerial' and as 'in the interest of Mr. Merritt.' This is not so. Our course is an independant one, and our motto is—our party for the country, and not our country for our party. The *Journal* is not in the interest of Mr. Merritt in any sense of the word; it is in the interest of the country, and will always be found advocating the real interests of Canada, perfectly irrespective of men. It is true we have and do advocate the policy well known as Mr. Merritt's; but we do so not because it is Mr. Merritt's, but because we believe it to be the only policy that can make Canada prosperous.

"Before we had the honor of a personal acquaintance with Mr. Merritt, and before we knew what his policy was, we, under the cognomen of 'Junius' put forth the principles embraced in what is called Mr. Merritt's policy. At that time we had not so much as seen or read Mr. Merritt's view.

"We feel, however, no small degree of pleasure in finding that those views are the views of a man so perfectly honest and patriotic; A man prepared, at any moment, to resign his high and honourable position, when he has reason to think that he can best serve his country by retirement.

"We look now for a bold decisive policy, at the hands of the men in office. It is true by such a course there is a risk in the tenure of office, but this is a small evil, compared with the advantages which the country must derive from such a course."

The warning given by our subject in the spring of '46 regarding the injury of the change of the imperial policy was not matured, and consequently was not felt till two years after, in '48, as already related.

The movement to bring back the colonial system was not general, and did not reach the body of the people through the press; and when it was taken up it was under our system, by the Tory or opposition, and placed our subject, a

member of the Government, now in the anomalous position of being defender of Imperial acts. When the crisis was passed, he was allowed to step down from being President to Chief Commissioner, and then retire from the Ministry.

The *Provincialist* says, on the financial subject that took the President of the Council to the United States, Inspector General Hincks was sent to England to borrow money.

"When the present Government came into power, they found a heavy debt, a great many most pressing demands, an empty treasury, no system, and the whole of our fiscal affairs in the most chaotic confusion. Besides which the public works on the St. Lawrence were in an unfinished state; a sum of about $300,000 required to complete them, and put them in a condition to be passable. The late Inspector General had made a fruitless journey to England in the expectation of effecting a loan. Thus expired the only hope of the late Government to relieve the finances of the country, and to sustain the public credit. The province was without doubt on the brink of bankruptcy."

Journal, Dec. 26.

"RESIGNATION OF THE HON. W. H. MERRITT.—We see it stated in the different Toronto papers, that the member for this county has resigned his situation in the Government; but yet that he will continue to discharge the departmental duties of his office, until certain important affairs connected with the Board of Works be disposed of. The *Globe* alleges the cause to have arisen out of the Hon. gentleman's 'financial schemes.' It may be so; but we think it unlikely. In every part of the country, the activity in every pursuit and calling—The enhanced value of every description of property—the ease with which money can be obtained for all legitimate purposes, are too well understood by the people to admit any second opinion among them as to the importance of the minister retaining his position."

"That the public will be aware of all the facts of the case before the ensuing meeting of the Legislature. Mr. M. is now here but will return to Toronto next week."

The report of the Chief Commissioner did not meet the views of his Lower Canadian associates, any more than did his retrenchment scheme, the English, as the following letters show:—

"Friday Morning, 13th Dec.

"MY DEAR SIR,—I regret not yet having received your answer to Col. Tache's observations upon the unfair and unjust classification of certain public works and the public expenditure relating thereto, as made by Mr. Keefer and embodied in your report lately presented.

"When the subject was last week under consideration, you promised to give an early answer.

"Will you be kind enough to furnish me with it for to-day's meeting.

"Truly yours,

"HON. W. H. MERRITT." "L. H. LAFONTAINE."

"RIMOUSKI, 28th December, 1850.

"MY DEAR SIR,—I forward you to-day my promised report, with the hope that it will please you, and give any information necessary. My re-

port is in French, and by applying to Mr. Lindsay, Jun., Clerk of the Assembly, and to Mr. Hinsworth, one of the clerks of the Executive Council, you can get, in two or three days, a beautiful, (at all events as much as the French will permit) translation of the whole document.

"Of course, I expect that this report will be published annexed to your own report; not from a desire to make myself conspicuous before the public, but from a deep desire to do good to our important but abandoned part of the country.

"If you have no objection, I will send to the press, a part of my statistics, but if you think that such a thing is anticipated, or calculated to render your report less interesting, being not so new afterwards, I will abandon this idea given to me by friends. I will expect your answer. If Mr. Thomas Keefer is in Toronto, will you be kind enough to tell him that I will answer his letter in a few days; I am so occupied that I have had no time to make the large skeleton map of the south shore that I promised to him.

"My respects to friends. With esteem I remain,

"Truly yours,

"J. C. TACHE."

This letter did not arrive till two months after.

On Mr. Merritt's resignation, the St. Catharines *Journal*, 2nd January, 1851, says:—

"If Mr. Merritt had good reasons for retiring, they will keep them till the House meets, and be given to the country in accordance with ministerial and parliamentary etiquttee; we are perfectly satisfied the cause will be justified by our brethren of the press.

"The statement is that of a comprehensive mind occupied with measures, as he thinks, fraught with advantages for this country.

"But yet in their application surrounded with difficulties, is not in a mood to create capital by either finding fault with opponents or justifying every step he may think right in promoting his views."

The reason of Mr. Merritt's resignation was the action of the Government on the report of the financial committee, passed 20th Decdmber, published 27th May after.

His measure for economy was not such as to produce a great degree of enthusiasm among the people, and when the leaders shewed other and more dazzling schemes for immediate profit, his measure was refused, and he allowed to retire from any longer participating in the progress of affairs.

Such is the prospect of the conscientious public man in a colony; retirement is the only position for one who tries to reconcile loyalty to his sovereign and the people.

"Monday, December 23rd.—Mr. Merritt and Mr. Keefer started from Toronto in a snow storm; the roads almost impassable from snow drifts. Mr. Merritt's servant left St. Catharines, to meet him on the way, at which place they arrived next day at four o'clock.

"Thos. Merritt was absent at Washington, and not home at the Christmas gathering."

1851.

"New-Year's Eve. was the occasion of a serenade. Mr. and Mrs. Merritt started for the capital by Hamilton, 2nd January."

The name of W. H. M., Jun., appears for the first time among the councillors of this year. His father writes on the subject :—

[PRIVATE.]

"TORONTO, Monday, 13th.

"MY DEAR SON,—I think that your Ma and myself will leave this on Friday next. I see by the *Journal* that you have commenced your public career; although in an humble capacity, it is a step, and if your mind inclines to leading a public life for the benefit of your fellow men, you ought to be well qualified for the duty; but you will find it no sinecure, no easy berth, and can only be attained by unremitting industry and attention, by avoiding all sarcasm and offence, by unremitting attention and a kind word to all, friends and opponents. You must also spend your evenings and most of your time in studying the constitution, laws and Parliamentary usages of Great Britain and the United States, as well as all proceedings relating to our public improvements and works; and leave all conversation on the subject of eating and drinking to those who have no particular object in view. If you make up your mind to adopt this course, I have sufficient confidence in your judgment and perseverance to believe you will make a useful and prominent public man. If, on the contrary, you think it will occupy too much of your time, or deprive you of that independence of thought and action, which all public men will be subject to more or less, and those social opportunities of the conviviality which you appear to enjoy; do not commence it or attempt it beyond a temporary locality.

"Reflect upon it and make up your mind to the course you prefer, as my movements will be guided in a great measure by your decision in continuing or retiring from public life.

"In the meantime as you have undertaken the duty, I would give unremitting attention to it, and make yourself master of the state of the finances of the Town at once.

"Your affectionate Father,
"W. H. MERRITT."

We extract from the *Journal* in reference to this matter :

"Mr. M., like thousands in England, has adopted the legal profession as a gentlemanly one, but does not and never has practiced. We entertain a high opinion of his talents, natural and acquired; but it is not to be supposed for a moment that a gentleman out of practice, and whose fortune is such as to preclude the necessity of his ever practicing, will keep up his legal reading so as to enable him at all times to explain the bearing of every act and every section of an act, that he is under no necessity of knowing."

A ball was given in the Town Hall, on the occasion of its completion, on the 5th February. It was got up on a scale of magnificence, the music being procured in Niagara; an occurrence unprecedented, and to which the

opposition to the Council elect found umbrage. However, the affair, which was patronized by many from a distance, was highly spoken of; and, with the other improvements for the accommodation of the travelling public, made St. Catharines to be regarded as a place of pleasurable resort.

The Hall, which has since been the scene of the greatest variety of exhibitions, was occupied for a tea-meeting a week after the ball, was attended, among others, by Rev. E. Ryerson, Jr., Hon. J. G. Currie, and the author, affording to the large and appreciative assembly as much amusement as the ball.

The month after, Wm. H. Merritt, Jun., on his entering into the local interests of his native town, invited a number of the Council and his fellow-townsmen, to a dinner party at the family residence, among whom were Messrs. Killaly, McGivern, Miller, Whan, Taylor, etc.

Being now done with the trammels of office, our subject was at liberty to devote more attention to his private affairs, still the interest was unabated.

The following is inserted to show that the subject of Reciprocity occupied him, and that he had a zeal for its passing equally as if he was still a member of the Government.

"WASHINGTON, 6th February, 1851.

MY DEAR SIR,—I have been reproaching myself for the last two months with not having sooner answered your letter. One thing I cannot reproach myself with, viz., not having seen your son, since he left no address when he called upon me, and all my exertions to find him out were in vain.

"I do not quite agree in some of the views expressed in your letter, but it is of no use arguing these points at such a distance, and by letter.

"I hope your measure will be carried, but I think it is somewhat doubtful. The interests of your colony will at all times be a matter of great consideration with me, and I shall be very happy to see or hear from you; in the meantime believe me,

"My dear sir, yours very truly,

"W. HAMILTON MERRITT." "H. I. BULWER."

Although our subject was now in the position of an independant member of the House, yet from the numerous letters received by him from those best able to judge of his position, we are inclined to think that his retirement from the Government of the country was regretted by all those who felt that Canada alone should be the paramount object on which to centre the thoughts of her legislators.

Thus Mr. McPherson, of Montreal, writes to a friend, 14th March 1851:

"Accept my thanks for having given me the perusal of Mr. Merritt's interesting and valuable report. If his recommendations were carried out promptly, I feel pursuaded the result to the province would be as satisfactory and advantageous as he anticipates. * * * *

"D. McPHERSON."

"T. H. KEEFER, Esq."

Also a similar letter from Mr. Widder, of Toronto, same date.

One from Mr. J. Morris, Postmaster General, 4th April, 1851, says:—

"I thank you for your kind congratulations on my accession to office, and I assure you it is to me a matter of deep regret that I cannot point to you as one of my colleagues." * * * *

Mr. W. Patton, of St. Thomas, says:—

"Although your having left the Ministry, (which, permit me to assure you, caused universal regret amongst the Saxon race in our district,) it requires your watchfulness and experience, would the party in power only have the good sense to profit by them!" * * *

Mr. Merritt remained at home this winter, attending to his home affairs. He procured an ingenious contrivance, called the hydraulic ram, by which water was supplied to baths &c., through the house.

While in Toronto, he employed a young Englishman, by the name of Edward James, a gardener by profession, who had lately arrived from England, where he had been employed in the royal gardens, under H. R. H. the Duchess of Kent. Our subject, on leaving, took him with him to lay out the improvements around his dwelling on Yate Street, and what is now known as the "side hill." The whole resulting in the beautiful esplanade, which cost our subject several thousand dollars, and added materially to the appearance of the grounds, as well as affording a sightly street-walk.

"Private journal, January 29th,—Wrote Provincial Secretary respecting S. Phelps. Inspector General, respecting W. Dittrick.

"February 17—Received report from Dr. Tache, on St. Lawrence. Did not reach me until my report was closed and sent in, it is therefore referred to in the appendix."

The previous year, the amended or new Municipal Act came in force. A measure which lessened the powers of statesmen, and introduced an expensive system of administration, which has led towards anarchy, as there seemed to be no real means of defining their proper powers and in essence is the Tribal system modernized, though it takes many years to demonstrate it.

Mr. M., while in Toronto, had recommended patience, yet, after his son and friends had entered into schemes of local improvement, he gave his private credit for the completion of one of them far beyond the line of prudence here inculcated. This letter relates to the Canal and Suspension Bridge road.

"My Dear Son,—Yours of 26th was received this day. I am glad to hear your road over the mountain is better made on this side than on the other. If drained well the road will be useful; if not, it cannot last; drainage is the principle; the rest of the work secondary.

"Until I hear whether Kerr and those holding land, are willing and satisfied it is their interest to unite in purchasing the government plot, it is useless for me to attempt aiding them to help themselves. A great pub-

lic benefit will assuredly be the result, if the plan can be carried out, and all concerned benefitted, but as all are so much alive to censure, and impute improper motives, that I am loth to move in any matter in which my own private interests can be or is in anyway concerned, or any of my family, however much the public may be benefitted.

"The Suspension Bridge is paying well; but roads will not. I am glad to hear the trade is increasing on the canal; will send you a statement of tolls shortly.

"Love to Ma, and all relations and friends.

"Your affectionate father,

"W. HAMILTON MERRITT."

"W. H. M. JUN."

The following is taken from *Journal*, 15th April :—

"ROADS.—The vast importance of good roads, to a town's prosperity, will be our apology for giving to-day, the memorial of the directors of the St. Catharines and Merrittsville road, presented to our town council. The document is argumentative, and ably drawn up, by W. H. M. Jun., the zealous President of the Board, to whose untiring exertions we are indebted for the enterprise. We can very easily suppose that a feeling of opposition to the prayer of the memorial will exist, as there seems a strong disinclination on the part of many to invest in roads."

"MERRITTVILLE ROAD.

"*To the Hon. the Municipal Council of St. Catharines* :—

"The Directors of the St. Catharines and Merrittville Turnpike Company are happy to inform the Town Council that a right to the location of the road in its whole length, will enable the work to be commenced as soon as the procuring of funds render it practicable.

"The result of the opening of the Great Western Railway past this town, will be to divert the country trade, on both sides of St. Catharines, to the larger markets of Hamilton and Buffalo, an advantage admitted to equalize prices on the whole extent of country; that is, that the farmer living near any railway station can always take advantage of the highest market, which is invariably in the larger towns. If this be the case, unless we open up to our merchants and mechanics the country trade of the townships lying back of us, our scope of population will be very limited indeed; and if the progress and advancement of the town become checked by any such cause, we shall find those smaller communities which interfere very little with our present limited radius of country become formidable rivals.

"We secured but £1500 of private stock, which with the £1000 taken by the corporation is inadequate to finish the work.

"The Directors are satisfied that it is quite useless to endeavour to impress the members os the council with the importance, they may simply say necessity, of taking up this question with a determination to carry it through. The payment of the interest on the sum of three thousand pounds will scarcely be felt by the increasing population of so thriving a community, provided they take steps to keep in that thriving condition.

"But if the town is once allowed to fall back and lose her status by any neglect of those whose duty it is to watch her interest with care, then even the present debt would press far more heavily on property depreciated in value, and a dwindling trade, &c., &c."

March 27,—Queenston Suspension Bridge was a scheme favoured and promulgated by our subject, and was inaugurated by a dinner on this side of the river. It is hardly necessary to add, that a good stone road was built by the government, passing through St. Catharines to Queenston.

"Canal opened 20th.

"April 29th,—Visited Mayville with Mrs. Merritt in carriage.

"With Directors, at Suspension Bridge; and had an interview with Roblin, on making a railway 20 feet over the carriage bridge. Second day to Buffalo, third day to Gooderich's tavern.

"Fourth day at Silver Creek; fifth with Mr. Peacock at Mayville.

"Returned home Saturday, 8th May.

An incident is noticed regarding the occupations of this winter in which the assistance of the "weed" was needed. Mr. M. took great interest in the untried enterprise of fitting out a steam propellor. Thomas, and Messrs. Ranney and Risley made the family sitting-room a hall of discussion on all the details of construction going on in Mr. Shickluna's shipyard, Mr. Risley being constructor of an engine from the foundry at Niagara.

Mrs. Merritt writes, 6th April:—

"I spent a happy winter, having all my family home. Mr. Merritt would be engaged in writing, and myself with the household, till three o'clock, when a drive with my husband, if the weather permitted, occupied the rest of the day. In the evening they generally read, smoked and talked by the fire."

20th,—The propeller *Brantford*, which was launched a month previous, from Mr. Shickaluna's ship-yard, started to Montreal. As this was the pioneer to the large fleet of propellers owned in and now running from this place to the same destination, we think the incidents relating to it will not be out of place. Thomas and Mr. Ranney, accompanied by Wm. and several other gentlemen, consisting of Messrs. Adams, Ingersoll, Copeland, &c., were among the passengers on her trial trip. The voyage is thus graphically described:

"MONTREAL, 4th June, 1851.

"MY DEAR MOTHER,—You no doubt have been anxious about us, since we left, as our boat was new and untried.

"We left the port at five precisely, everything working exquisitely well; but about seven our pump, the old machine would not work; we were obliged to let off steam, and make another start at nine, soon after some packing gave away, and the man-hole of the boiler leaked, and we put out the fires, and did not make another start until four or five in the morning. There was a heavy breeze, and the boat having no headway, rolled some, and made both of our engineers sea sick. Mr. Kerby took their place, and early Friday moruing, we made Kingston. From there we got on well, with the exception of the packing giving way once or twice, and arrived here Monday morning, laying all night at Cornwall and Beauharnois.

"The weather was very fine coming down the river, and our party enjoyed it very much, not one being impatient at the numerous misfortunes, as we all knew they were of a trifling nature.

"The machinery has been overhauled, and we do not anticipate any trouble in going up. Every one here admires the boat; she is quite the wonder of the day; her cargo surprised them all. We did not touch over in the passage.

"Freight is now arriving in, and we will have a full cargo for Toronto and St. Catharines. We expect to leave to-morrow evening, or early Friday, and to be at Toronto Sunday. Your very affectionate Son,

"THOMAS R. MERRITT."

On 20th May the last session of the Parliament was opened; Mr. M. was there, in the capacity of a private member, when, in a lengthy speech, he gave his reasons for retiring from the Ministry, which have been already noticed, as owing to a want of agreement on his retrenchment policy. He, without going into opposition, still advocates his measures for the improvement of the country, with, to all appearances, as much satisfaction as before, and less anxiety

Mr. Merritt, on the second day, and in answer to the speech, rose and said, "he availed himself of the earliest opportunity to state the grounds on which he felt it his duty to retire from the Provincial Government. He might state with all sincerity that no person ever assumed the responsibilities of office with higher expectations, and no person ever left them with greater regret at not having accomplished the objects for which he had undertaken this arduous duty. His expectations of usefulness were formed from a thorough knowledge of the capabilities and resources of this country, for he was satisfied that were these resources developed, and our expenses reduced, Canada might yet become one of the most prosperous portions of North America. (Hear.)

In 1811 the whole trade of the country bordering the northern and western lakes floated down to the markets of Montreal and Quebec. In a few short years that trade was diverted from those ports to the port of New York. Formerly the productions of that country were tributary to our great natural water communication: now, the productions of Canada are tributary to their narrow channels.

The same contrast may be instituted with reference to the agricultural, the manufacturing, the shipping and other interests. We see one country, with no other revenue than that derived from its internal resources, increasing in population, in wealth and prosperity, with a rapidity that is unexampled. We see the other, with much greater internal resources, and with double the external revenue from imports, comparatively retrograding—in using the word retrograding, he begged it to be understood that he was not comparing Canada now with what she was in bygone years. Compared with the past, Canada has increased in wealth and population, and it is quite impossible that under any system that *she should not increase*.

To what cause is this contrast attributable? The answer is, to the difference in the financial policy of the two countries. Still there are other causes. He maintained that from 1811 to the Union, and from the Union to the present day, the principle cause of the differences have been the system of finance established.

At that time we enjoyed very light taxation both in Upper and Lower Canada. Our import duty amounted to 2½ per cent. *ad valorem.* In that year an addittional tax of 2½ per cent. was proposed for the purpose of carrying out improvements. He moved an amendment, with the view of appropriating the proceeds of tax to the payment of the debt then or thereafter to be contracted for the public works; and that amendment was supported by his Hon. and learned friend the Attorney General, by the Hon. Mr. Price, and by 14 members. It was rejected by the majority, the argument against it being that *we have a Responsible Government.*

It was said "there was a system formerly by which members were able to carry their objects without restraint, but now the Government is responsible for our expenditure." (Hear, hear.) Well, what has been the responsibility? The 2½ per cent. then to be raised was for the purpose of carrying out public improvements, and for no other. What has been its application? It has gone to sustain the expenditure of the most *expensive government* that—in proportion to the population—*exists in any part of America.* (Hear, hear.) The check proposed has proved to be inoperative. The system of which he complained commenced in 1841, and was followed up by nearly all parties in the House. He recollected that his honorable friends, the present Attorney General and the Commissioner of Crown Lands, were rendered the subjects of much hostile feeling by voting for the *bona fide* checks which he proposed; *so little idea had they then of the corrupting tendency of the system.* (Hear, hear.) In 1844 he again called attention to the fact that the expenditure of our Provincial Government *since* the Union had been greater than the expenses of the two governments *before* the Union, and then pronounced the system of finance, established under the Union Act, a failure.

In 1846, he brought under the notice of the House the effects that might be expected to follow the change that had taken place in the colonial policy of Great Britain, and maintained that that change had entailed upon us an absolute necessity for curtailing our public expenditure. Nevertheless, no steps were taken by the then Government.

In 1847, he again pointed out the operation of the amended Constitution, adopted by the State of New York, and of the principle of reducing in debt, with a view to its extinction in 1868. We had expended a large sum for the purpose of gaining the western trade, but the plan then adopted by New York is calculated in a few years to remove all tolls from their canals, and thus, by diverting trade from this country, render our expenditure, in a great measure, unproductive.

In 1848, he had the honor of receiving an intimation that he was called upon to participate in the councils of his country. Before accepting the situation, he addressed a letter to the head of the government, the Hon. Mr. Lafontaine, in which he (Mr. Merritt) recapitulated his views with regard to the application of the proceeds of the Crown Lands, for the support of the Common Schools and the establishment of district libraries—the immediate completion of our leading communications, and reducing the toll on the St. Lawrence on up and down freight to the standard of the Welland Canal; to obtain reciprocity for the natural productions of Canada and the coasting trade,—in short, that he had advocated the removal of all restrictions on trade, reducing the duties on imports, thereby increasing the revenue from toll. With these changes, and due economy in the public expenditure, he entertained no doubt

that the finances of this Province could be brought into as favorable a position as those of the adjoining Government.

He was informed that every opportunity would be offered him to bring those various subjects under the consideration of the Government; therefore believing that connection with the Government would give him the best opportunities of advancing these views, he accepted the offer; and he felt bound now, to state that the Government had, at all times, afforded him every facility to explain and enforce his opinions, and conduct investigations arising out of them.

In 1849, his time was, to a great extent, consumed by his visit to Washington, and subsequently to Halifax, with his learned friend, the Attorney General from Lower Canada, on the subject of reciprocity. No efficient opportunity for carrying on his investigations presented itself until the Government was established in Toronto, in January, 1850;—after that, besides attending to his duties as President of the Committee of Council, he had ample opportunities, to investigate every source of revenue, and every object of expenditure; and in this labour he was incessantly engaged until April. He then represented to his colleagues that a change was in his judgment necessary in the financial system, and that a very large reduction must be made. In this they did not concur, and his resignation became inevitable. It was proposed however, that the whole subject should be referred to a finance committee, composed of members from both sides of the House; and to that proposition he acceded.

After that was settled, he accepted the situation of Chief Commissioner of Public Works, and appealed to his constituents for the third time during the present Parliament, and was re-elected. He then stated, as now, that his colleagues were not opposed to retrenchment, but had determined as he then first announced to appoint a finance committee to be composed of the leading members of all parties, who would have an opportunity of thoroughly investigating and reporting on the subject, (Mr. Perry, Mr. Bolton of Norfolk, Mr. Hopkins, and all those most anxious for retrenchment had been previously named for the Committee.) This public announcement gave general satisfaction, and the public waited patiently for the result. He had every confidence in their labours. Now, however, he must express his great regret at the result of the investigations of that committee. (Hear, hear.) The evidence was reported, it is true, but in a manner that had never come before the public. At the close of the session, his time was occupied with an examination of the public works, and with endeavours to ascertain the cause of the high rates of freight and insurance between Quebec and England, and if possible to discover the reason *why the trade had left the St. Lawrence and gone to the Hudson*. His reports on that subject which will no doubt be laid upon the table, will enable the House to judge whether the public is likely to derive any advantage from that service. Immediately after his return a minute of council was submitted, in which he could not concur, and he therefore felt it his duty to tender his resignation. As this minute has been printed and gone to the public, he trusted that his Memorandum which was made at the time, containing his reasons for not assenting to it, will also be laid before the House. In the meantime in the absence of that memorandum he would briefly allude to the points in which he could not concur. *The first* was that in which the Committee of Council remarked that considerable reduction have been made in the salaries of officers employed in the various *public departments, and that these reductions have been generally approved.* Now with regard to the Customs' Department, he held in

his hand a statement of the amount of revenue derived from that source in 1840, when we received £233,486; the cost of collection being £11,720. This was before the Union. After the Union we added 100 per cent. to the Customs duties. In 1844, the amount of duties received was £419,772, the cost of collection £33,756. (Hear, hear.) He did not speak so much of the increased duties levied since the Union, as of the increased cost of collection. 2nd,—The committee said *they were not of opinion that any advantageous change can be made in the system of disposing of public lands.*

In 1844, as chairman of a committee, he spent nearly three months in examining the revenues and expenditure connected with our public domain, and he did hope that the late Administration would have profited by the report.

He need not detain the House by enlarging upon these topics. No country under heaven possesses the natural advantages of Canada. All they required was the reduction of the public expenditure and the ability to develope its natural resources—and apply them in aid of the general business of the country. It would give an impetus to agriculture, manufactures, and every branch of trade, increase the value of property and every material which constitutes the wealth and insures the prosperity of a country. It will effectually stop the cry for annexation. No one would then want to join the United States, and to incur the expenses which follow connection with the Federal Government, to obtain the benefits which Great Britain extends to us without cost to ourselves. In conclusion, he would only remark that much has been said with regard to his connection with certain parties or individuals. He had no connection with any parties whatever, having felt it his duty to say nothing until after this public explanation. The only decision to which he had come with regard to his future was, that he will support any measures that he in his judgment are calculated to bring about these changes, which he deemed absolutely necessary to promote the prosperity of the country. (Hear, hear.)

The following is the scheme for the amendment of the Union Act, commented upon in his speech at the opening of Parliament:—

"5—*Resolved*, That, in the opinion of this House, an address be presented to Her Majesty authorizing the Governor General to call a convention of delegates of the inhabitants of B. N. A. to be composed of forty persons to be elected in proportion to population as may be practicable, one delegate for 50,000 people, or thereabouts—as for instance:—

"Upper Canada—fifteen delegates.

"1.—Western District, Township of Aldboro, Mosa, Eckford, Caradoc, Mitcalf, Adelaide, Williams, Lobo, and town of London—pop., 57,328.

"2.—Brock District and Township of Dorchester, North and South West Minster, Delaware, Southwold, Denwich, Yarmouth—pop., 49,934.

"3.—Talbot District, and Townships of Malahide, Bayham, Walpole, Rainham, Cayuga Canboro', Dunn, Moulton, Wainfleet, Humberston Bertie, Willoughby, Crowland, Thorold, Stamford, Niagara, Grantham, Gainsborough—Population, 51,066, &c., through the whole province."

The subject embodied in the resolutions quoted above was worthy the attention of Legislators, but till after the Act of Confederation had been accomplished by the combination of the leaders of the two parties, and the support of their immediate followers, little had been said in the halls of legislation on the subject.

His resignation was followed in July by Mr. Baldwin, who gave his final farewell to his old constituents in North York; and, after the close of the Legislature, by the entire Ministry except Mr. Hincks, who now became Premier, and called to his Council Dr. Rolph, of '37 reputation, Mr. Price, Mr. M. Cameron, with Mr. Morin as leader from L. C.

In September, work commenced on the G. W. Railway, and was vigorously pushed on, with all the appliances and assistance of modern engineering.

Although the election that was approaching was likely to be warmly contested, yet as soon as Mr. Merritt had ascertained by the collectors of the Welland Canal, that the tolls had, as according to his expectation they would, reached to £45,000, the stockholders became entitled to their back interest of six per cent. He visited New York to consult Mr. C. Yates, and other stockholders there on the means necessary to be used with the Government to draw the same.

"Wednesday, 15th October,—Left St. Catharines at ten o'clock, via Suspension Bridge. Had an interview with Mr. Street. Slept at Canandaigua.

"Thursday, 16th,—Slept at Chittenango.

"Monday, 20th,—By railroad to New York. Stopped at 37 Twenty first Street, with Charles Yates Esq., Tuesday, Wednesday, Thursday and Friday.

"Left at five o'clock, in E. and N. Y. R. R., 24th Oct. Arrived at Buffalo same night or morning at four o'clock."

In the Fall of this year, the Governor General, on his return from the great railway celebration, which was held in Boston, and was attended by all the leading men of the day, visited the Falls of Niagara, and dined with our subject at St. Catharines.

The Governor was well pleased with their reception in Boston, and spoke in high terms of American hospitality, as experienced during his visit. In general matters, the great London Exhibition of this year engrossed a great deal of attention.

This country was also visited by M'lle Jenny Lind, who came out under the patronage of P. T. Barnum, the great Yankee showman.

James Jones, an elector who sympathised with our subject in his efforts to obtain a market for Canadian produce, in a letter to the *Journal*, writes Stamford, 11th Oct. :—

"As we are generally agreed upon the important political questions of the day, it is useless to differ on an abstract particular, where all depends upon England; her recent relief, if not from famine, is from a scarcity of food for her teeming thousands, afforded by the United States, will it make her cautious in exacting any duty on American breadstuffs. And likely Mr. Clayton spoke correctly in saying England will not levey a tariff on her wheat, &c.

"If our new ministry do not adopt stricter views on retrenchment (with himself to assist in carrying them out) farewell to the loan system, which will ultimately paralyze all our efforts."

About this date, the *Journal* on the School Question says :—

"It has been urged against this position—That is, against "Free Schools"—that the same arguments which are adduced in their favour would necessarily lead to the conclusion, that the poor have a right to support from the property of the country.

"To this argument we shall reply on some other occasion, as we wish our observations on this all-important subject to be given in such a way as to avoid prolixity, and to attract attention."

The *Journal*, in page 353 of this work, gives our subject praise for the School endowment.

This compliment was negatived by this argument for the support of schools by a special tax, which is entirely different from the principles of the bill brought in by Mr. Merritt, as he certainly never could have conceived the monstrous injustice of property owners and capitalists being taxed to supply the largest amount to educate their neighbours. And an act which is a direct interference with paternal rights. On the contrary his principles were always that the people were the owners of the wild lands, and as such might provide means for an educational fund which his letter on page 336 explains.

We insert our subject's answer to an influential elector on separate schools, just before the general election :

"St. Catharines, 2nd Dec., 1851.

"Sir,—I am favoured with your note of this day, requesting to be put in possession of my decided intention relative to the repeal of the 19th clause of the school act.

"I stated on Saturday last, it was not my intention to disturb the clause you allude to.

"At the same time you must not misunderstand me, or give me a vote under the impression that I have changed my opinion on the subject of appropriating the proceeds of all lands for education alike to all,—Universal Grammar Schools and Common Schools, and it is still my opinion that separate schools will not work well in most localities, it is of less importance, and there are places where it may prove beneficial. For those reasons it ought not to be disturbed.

"I have the honor to be, sir,

"Your obedient servant,

"D. O'Leary, Esq." "WM. HAMILTON MERRITT."

While on this subject, we may refer to the measures for literary and social improvement of the town. Page 165 shows that measures had been made for mutual improvement, and had been kept up with more or less result till now, under the title of Atheneum; it was possessed of an historic, literary, and scientific apparatus through which materials of local history had been acquired and lectures delivered by the members.

The movement in the behalf of the Temperance cause had produced an institution in which Dr. Cross, who had lectured, took a lively interest.

A requisition to the Mayor, E. W. Stephenson, signed by 34 ratepayers, for a public meeting for the purpose of taking advantage of the Act to

encourage the establishment of a Mechanics' Institute; the Town Hall afforded a commodious apartment, it was agreed to merge them both into one, with the author as president. The result was, lectures delivered by gentlemen from a distance, and through negotiations with the Buffalo Young Men's Associations for lectures from their lists.

This winter, also, the first efficient association for the relief of the poor was founded.

In the general election which ensued, our subject was met by a strong Reform opposition in the person of Mr. Morse of Smithville, who was put forward by the extreme wing of the Reform party, but without success.

December 1st. On the occasion of our subject's addressing the electors at the hustings, the whole adjourned into the Town Hall, then used for the first time for a county purpose.

1852.

The published returns shewed the income derived from the Welland Canal to have reached the amount at which the private share-holders were entitled to their full interest on the original investment.

In the early part of the year, our subject visited Quebec, on 9th February, where the Government was now seated; and although several of the members of the Government were absent in the Lower Provinces on railway business, yet, after ten weeks spent, he succeeded in making a satisfactory settlement of the claim: yet the terms of the Act induced him to make a further claim for the old stockholders, which he compiled on his return, and published 25th August, entitled—"A Brief Review of the Origin and Progress, being an Historical Record of the Welland Canal"—in 48 pages.

The elections over, he turns his attention to the recovery of the back interest due on canal stock.

"Left St. Catharines Monday, 12th Jan'y. Arrived at Quebec on Saturday, 17th. The Inspector and Receiver General returned on Friday, 23rd. Decided the question of amount of interest due, on Saturday, 24th.

"26th,—Made my application on behalf of the shareholders. Sent a letter to the Provincial Secretary, in which I agreed to leave the details to the Attorney General. Also wrote Attorney General on the subject of our claims. Received their replies in due time.

"Was thus occupied till 16th February, when I decided on making an application to the Legislature. Received a favourable reply on 20th.

Got through business, returning by New York, and home by 14th March.

We insert the following chronicle of improvements which occupied our subject's attention at this time, viz: the extension of the facilities for navigating the Welland Canal:

April 29, '52.

"THE WELLAND CANAL.—Information has been received, we understand, from the Commissioner of Public Works, that it is intended to construct another towing path along the canal, between this town and Thorold. This improvement of having a towing path on each side of the canal, together with the use of gas at the locks and bridges, will make this the most finished and efficient line of navigation in the world."

After spending the recess in attending to the Canal, and his numerous private matters, including the Suspension Bridge, besides going with Mrs. Merritt to Mayville, in July. He left for the Parliament to attend its first session at Quebec, on the 16th August. One of his first acts this session was to prefer the claims of the veterans of 1812, on the Government, (which tended to disprove the assertion that in advocating the preservation of the public lands, he was oblivious of their well deserved claims.) It only resulted in obtaining medals for those engaged in 3 battles, viz., Chatauguay, Chrysler's Farm, and Detroit. These results did not suit his ideas, but were the best which could be obtained. It may be remarked that in this matter he was assisted by Sir A. McNab and other old companions of the war.

The Hon. F. Hincks was now leader of the House and Government, and the opponent of our subject for power in Canada.

The statesmanship displayed by our politicians since the retirement of Mr. M. from the cabinet have not been such as to gain the admiration of cool thinking men. Being more of a struggle to hold the reins of power than a sincere desire to elevate the country in the eyes of the world. It is folly to speak of either party, as both Tory and Grit are charged with similar offences, so that it requires more than ordinary perception to tell the difference. Yet one thing is known, that both have shewn an earnest inclination to serve British interests too often at Canada's expense.

One instance, by referring to page 316 Sir J. Harvey's speech refers to a project, which would have been of immense benefit, without a corresponding outlay of public money. Our subject's ideas on this matter, p. 325, shews that he fully approved of the scheme whereby the Imperial Government guarantees the sum of £2,500,000 for the purpose of constructing a railway from Halifax to Quebec. Had this offer been accepted by the Colonial Ministries, the saving to this country would have been immense; but what did boasted statesmanship accomplish? A delegation of gentlemen goes to England and actually arranged for a withdrawal of this promise, undertaking to construct the Grand Trunk Railway, and saddles Canada with an unnecessary debt, and as a reward for this policy, the Hon. F. Hincks received a colonial governorship, and left Canada before the results had culminated in '57.

The *Journal* says:—"That at a public dinner in Berlin, Mr. Hincks told the company that the G. T. R. R. from Halifax to Sarnia had been fully matured, and the work undertaken by British capitalists at their own risk, for £9,000,000 sterling, and that the alterations in the imperial line added on £3,000,000 more."

"It is nothing to us what the contracts are, or what the main trunk railroad costs; all we want is to secure a good road as soon as possible, as the more English capital is expended, the better for the country; and the more the road costs, the better is the security we have for the bonds we exchange.

July 14th, *Journal* extract on the extension of the franchise.

"The greatest blunder ever made by O'Connell was that of making himself a party to Catholic Emancipation by the disfranchisement of the forty shillings freeholders. The government that extends the elective franchise of a country gives the most convincing evidence that statesmen can give, that they are not afraid to trust the people, either with the interests of their country, or with their own position in its government. The man who gives a political existence to a large class of citizens who never before enjoyed it, at once acts justly, enlists the sympathies of the enfranchised, and must secure the esteem of the entire Reform party. But Mr. Hincks has done this most decidedly and effectually, and yet forsooth, men are found capable of charging him with having done nothing."

"That the Tory party should pour out its vials of wrath upon Mr. Hincks, we can perfectly understand, for he has prostrated the political power of that party; but that he should be abused by any portion of his own party, to which he has given a character and influence beyond anything it ever possessed in this country is the more surprising.

"When we reflect upon the position occupied by the Reform party, when Mr. Hincks first became its advocate, trampled on, despised, discomfited, with the foul brand of disloyalty and rebellion fixed upon it by its opponents, without any organization of moral and political force, its principal men hung or expatriated, and its enemies in power—when we look at it now—respected in the province—its distinctive principles all wrought into the constitution of the country, its most ultra measures all proved practicable and safe, and its character raised up to respect and confidence in England, as well as by any foreign governments, we may well express astonishment that the man who has principally effected all this should nevertheless be abused by some men professing to belong to the Reform party. This state of things, however, admits of explanation on one principle, and only one—personal vanity, selfishness and disappointment. We don't hesitate to say, that no honest Reformer can possibly desire to see Mr. Hincks retire from the Government of the country, though we have no doubt but that this is the object aimed at by his traducers.

'All human nature till its latest breath,
Finds envy never conquered but by death.'

"Now we speak the sentiments of all Reformers in this part of the country, when we say that a unanimous feeling prevails of desire that the man who has done so much for the country and his party, should retain the reins of power in his hands until a fair trial shall have been given to his measures, and until a stability shall have been stamped upon them, creditable to the party originating them, and useful to the country."

To Mrs. M., from Quebec, August 29th, he says:—"You are not entertained with politics, I will therefore mention a few instances to yourself and family. First is the waste of time, up to the present moment the answer to the Governor's speech has not passed. Dined with the Governor General at Spencer Wood last night, succeeded by a ball; the apartments fitted up with the greatest splendour. Mr. and Mrs. K. have gone down to the Saguenay, and a number of members; Mr. M. and myself have been making an excursion over the citadel, and around Cape Diamond. The scenery is really magnificent around Quebec. A great pity there was not more vessels to make it what it was intended it should one day become, a great emporium for the trade of the west. I do not spend all my time in idleness, as I have cut out business enough, which will come after the Address. 1st, an address to the Home Government to procure Reciprocity. 2nd, To obtain returns from all the Governments of B. N. A. of the receipts and expenditures of each separate Government, in order to get an average for the same number of people, with a view towards forming a union of the colonies. The order of the day is here, heavy taxes, and useless expenditure.

"This is a convincing proof that our present system needs amending. It will end in time, but when, it is difficult to point out, we require an entire change.

"W. H. M."

A petition was presented to the House praying for extending the order of Sons of Temperance to effect the passage of a prohibitory liquor law, then popularly termed the Maine Law. It did not amount to anything in a beneficial way, yet from that time we may date the annual temperance motions brought into Parliament. Our subject, although not a total abstainer, was nevertheless, a great friend of temperance, and as such was always ready to assist any measure having that for its object. Thus when the convention met at Fonthill, he was asked to preside, although at his election, a few months previous the Temperance organization of the county had been used in opposition to his return. The author was present as a member from St. Catharines. We can not better give his views than by reverting to the occasion.

Mr. Merritt's speech at Fonthill:—

After enjoining the strictest order, he said, "They had assembled for the purpose of discussing one of the most important questions of the day, as it was likely, if carried into operation, to produce an entire change in our future intercourse. We must bear in mind that habits once formed are not suddenly abandoned; it was therefore to be treated with patience, judgment, and great forbearance.

"It will be asked why the committee of the different societies selected a person to preside on this occasion who was not a member of any temperance or any other society; the answer is plain—the object of this meeting is not to discuss the blessings conferred by temperance; they are admitted by every sane man—it is to adopt the most effectual measures to increase them in the shortest possible time, and they believe that the Maine Law will effect it, and it was their interest to obtain his assistance. He had on no public occasion expressed an opinion on this law, and was therefore bound

to believe the reliance placed on his support was founded on his advocating every measure for the general benefit; on that account he felt the more honored by this selection." * * * * *

20th October our subject indited a lengthy letter to the Chief Commissioner of Public Works, Hon. J. Chabot, who had succeeded Hon. John Young in that office; this letter, which was published, contained the views that have been mostly given in other parts of this biography as not to require recapitulating.

10th November, the Cholera having made its appearance in Quebec, the Legislature adjourned, and our subject, with the other members, went home to enjoy the health of the body and relief of the mind, to return after a few months to better complete the important business of legislators.

A general census of the British empire was taken on a most extended scale, which was a part of the exhibition programme, and in which the wealth, progress and capabilities of Canada was fully shewn. Without entering into the generalities of the Canadian census, at this time we must mention some curious results, by origin, of the people. Thus, out of a total population of nearly two millions, we find the origins about as follows:—English 95,000, Scotch 90,000, Irish 227,000. Natives of English origin 651,000, French 696,000,—which certainly shews that more consideration for the claims of the native English should have determined the plans of the statesmen of the day.

Dec. 14th, *Journal*,—"The Hon. Wm. H. Merritt delivered a lecture on political economy at the Town Hall. He dwelt long on his favourite theme, water communication, and told his attentive auditory that navigation by vessels of 2,000 tons may yet be accomplished from Lake Superior to the Atlantic."

Despatches were received on the subject of the imperial guarantee for a railroad to unite together the three provinces.

"It appears that Hon. F. Hincks, Tache, and Young have left, in order to be present at the deliberations of the new provincial legislature. We have no doubt the interests of Canada will be taken care of by these gentlemen, in any negotiations that may be entered upon."

The following is from the *Globe*:—

"A route has been agreed upon which comes within the terms on which Lord Grey offered the assistance of the Imperial guarantee."

A letter appeared in an English paper from Sir F. B. Head on the *coup de etat*, approving the course of Louis Napoleon.

The *Journal* notices a meeting of the St. Catharines and Merrittsville Turnpike Road Co., Wm. H. Merritt, Jun., president.

At this eventful era in its history, when the town was about to take a position among the manufacturing centres of the province, by its having the advantage of a new avenue by railroad and bridge to the outward world, the population of St. Catharines was 4,368.

1853.

The annual meeting of the Wesleyan branch Missionary Society was held in this town on Monday evening; It was presided over by Hon. W. H. Merritt. The chairman opened the business of the meeting by dwelling forcibly on the cruelties which had been practiced on the Indians, and enforced the duty of supporting missionaries amongst them.

His son Thomas was married to Miss Benson, of Peterborough, at the commencement of the year.

Feb. 1st, the *Journal* had given the views on the Reciprocity bill.

"The general terms of a treaty agreed upon at Washington by the British Minister and the U. S. Government was presented by the latter on the 1st inst."

Some further negotiation is going on between Mr. Crampton and Mr. Everett. It is to be laid before the Senate during the present session. A further notice of its passage is given in the following item:—

During the Winter W. H., Jun., went to Washington on business for our subject, in connection with reciprocity; and in a letter Feb. 2nd, describes a lengthy interview with Messrs. Crampton, Bidwell, Clayton, Walker, and others, also mentioned despatches being received from the Imperial Government, suggesting the preliminary steps, advancing the negotiations, as many items of sectional and personal interest had to be looked to from both sides.

Feb'y 21, set out for Quebec.

In April, 1853, Mr. M. writes a letter from Quebec to the Boston *International Journal*, in which he enters very minutely into the entire matter of Reciprocity, giving such figures and data as completely reveals the immense benefits likely to accrue to both countries from this act. It was remarked at the time that this letter had caused more attention to be paid to the Reciprocity question on both sides of the line than the whole of the previous talk and newspaper editorials written on the subject.

In this year were multiplied those schemes for local improvement under the Act for private companies, which were perhaps too grand for the age, but which helped vastly to increase the prosperity of the communities that took advantage of them. One, the railroad connecting the lakes, our subject became greatly interested in.

We have mentioned the *Mazeppa* steamer making regular trips to Toronto for a short time, the boat coming up the Canal to Lock No. 2; but the construction of the Grand Trunk R. R. caused such an increase in the freight and passengers, the latter averaging 100 per day, that the detention at the port, or lower lock, caused them to be carried down in omnibuses.

The successes in business led the people of St. Catharines to think of building a more commodious boat, with a good road communicating to the harbour, which eventually brought about the Welland R. R. and steamboat.

Mr. Towers, the oldest and first engine builder in St. Catharines, furnished the engines and machinery to the steamer to ply to Toronto. In reference to this gentleman, it may be mentioned that at a prior date he carried on the business of iron-founder in Allanburgh, in the works established by the late J. B. Yates, and afterwards moved to St. Catharines, where the success of the "Novelty Iron Works" attested his character as an enterprising citizen.

So far we have omitted to mention another useful avenue to the town viz., the Pelham road, built several years previous by a private company, of which W. H. M., Jun. was one of the originators, the one to the Port being the only one now required to complete the access from all sides.

Our subject used his influence with the Government to get the canal enlarged.

In his correspondence at this time we find a letter from his son William, who was elected to the council, wherein he encloses our subject a petition with draft of a Bill from St. Catharines, to permit the corporation to construct gas and water works; the portion referring to the gas works passed the House, and the water question was left in abeyance.

March 8th, a telegram requiring amendment to the same acknowledged. We also find, April 3rd, that he is under the impression that the works constructed by the Grand River Navigation Company will be assumed by the Government, which would be an act of justice to the shareholders in that undertaking, but unfortunately has not yet occurred.

On 22nd April, the scheme of the Welland Railway was sufficiently advanced, that in a letter to our subject from his son William, mention is made of him walking over the location as far as Port Dalhousie, and on the 6th of August the report of Mr. Danforth the surveyor of the line was received.

In May he had introduced a Bill for the incorporation of the Thorold and Port Dalhousie R. R., which, having received the royal assent, was the cause of an enthusiastic meeting in the Town Hall for the purpose of raising stock, &c. The *Journal* of the day, says:—

"The meeting was unanimous, and determined that the charter obtained by Mr. M. should not remain a dead letter, &c."

14th June, this long session closed, during which our subject tried to check railroad extravagance, differing from former years, when legislators required to be stimulated for public improvements.

The latter part of this session shewed a great degree of activity. Mr.

Hinck's administration has been compared to Walpole's in England, which in many respects was correct, as the numerous schemes advanced at this period will attest, all of which was to induce English capitalists to invest in Canadian securities, a proceeding which the London *Times* then said was the "only way now to rule the colonies," bringing on a reckless extravagance, which eventually has resulted in depreciation of stock, and from their extended power bringing almost every municipality in the country on the verge of bankruptcy.

We insert the following from the *Journal*, as indicating the opinion of the press, among the ministerial supporters:—

"THE SESSION.—We are pleased to see the perseverance of the Government in extending the elective franchise to persons assessed as occupants of property in towns, cities and villages, to the amount of £7 10s., and in the country to £50. This bill will be popular, because it is just, and it will give confidence to the Reform party, as in proportion it will increase the electors.

The first meeting to elect the directors of the Port Dalhousie and Thorold R. R. was held on the 9th July, when the following gentlemen were chosen, viz.—Hon. W. H. Merritt, Geo. Rykert, T. R. Benson, C. Phelps, W. A. Chisholm, Mr. T. L. Helliwell was appointed Secretary.

In July a large meeting of the ratepayers of St. Catharines was held for the purpose of considering the granting of money to assist in building the Welland R. R.. Mr. Merritt addressed the meeting, and explained the prospects of the road &c. In the Fall he published a lengthy letter, on its advantages to the counties of the Niagara Peninsula, and in the meantime, the necessary surveys were made, and other arrangements entered into for commencing the work at the shortest possible time.

In July we notice the second arrival in Montreal of an ocean steamer, the *Lady Eglinton* of the St. Lawrence S. S. Company.

Mr. M. took a trip of a fortnight's duration to the south shore of Lake Erie, embracing Chatauque and Erie.

Owing to the G. T. R. R., a great number of English engineers, contractors, and others arrived in Canada; amongst them was the great George Stephenson, builder of the Menai bridge in Wales, also Mr. Jackson. They received a grand banquet in Montreal and expressed themselves delighted with the country.

A letter from Mr. Hincks to our subject at this time, says:—

"QUEBEC, 22nd August, '53.

"DEAR SIR,—I think it very important that you should, if possible, accompany Mr. Stephenson and Mr. Jackson in their westward trip; it is most important in every way, that the attention of Mr. S. should be called to the Malden terminus.

"F. HINCKS."

"W. H. M., M. P."

Owing to our subject having more pressing engagements inside of the same week, he could not comply with the request of the Minister.

It is related that in a conversation between Mr. Stephenson and our subject, the great engineer of the Menai Bridge gave his opinion that a wire suspension bridge over the Niagara could not be made practical for railway communication.

The arrangements for a connection between the G. W. and Port Dalhousie R. R. Companies seem to have been broken up at this time, an affair which altered the plans of the latter company, so that a direct line to Buffalo, or some point on Lake Erie was to be built. The *Journal* says :—

"The conduct of the G. W. R. Co. by necessitating a line to Buffalo will have its proper effect, viz., that of arousing the energies of the municipalities along the projected line. They have now an opportunity to possess a railroad which they must not let slip by, or if they do they sacrifice the interests of one of the most productive and interesting sections of the country."

During the late session of Parliament our subject at last succeeded in procuring a charter for the Niagara District Bank, which was opened for business on 13th October, the anniversary of the battle of Queenston, under the management of Mr. Smart, cashier.

It will be observed that our subject interested himself during the session last year to procure some acknowledgment to the survivors of the war of 1812, and succeeded in getting a medal as already mentioned. A committee known as the "Monument Committee," was afterwards formed, of which he was secretary.

Oct. 13th.—The long expected day for the realization of an oft-talked-of event, had at last arrived, and from before the dawn of a lovely autumn morning might be seen going off from St. Catharines waggon and carriage loads of people to witness the ceremony of laying the foundation stone of the monument which now marks the resting place of the illustrious Brock and his militia on the summit of Queenston Heights. Our subject and Col. John Clark, who had taken an active part in the arrangements, had gone down the evening previous, and had everything ready for the reception of the visitors, who soon came in hundreds from all accessible points.

The ceremony of laying the stone was performed by the Adjutant General of Militia, Col. McDonnell, a silver trowel for the purpose being presented to him on behalf of the committee, by Walter H. Dickson, Esq. It is unnecessary to particularize on the occasion ; suffice it to say that on our subject devolved the task of orator for the occasion, when, in a long speech, he recapitulated the events of the war of 1812. He was followed by Col. Clark, Col. Tache, and others.

The names of the Monument Building Committee for the occasion were Sir Allan McNab, Hon. W. H. Merritt, T. C. Street, M. P. P., W. Dixon,

Chief Justice Robinson, Col. Kerby, Col. Clark, Col. Hamilton, Col. McDougall, Hon. Justice McLean, Hon. Justice Macaulay, and J. G. Ridout Esq. ; W. Thomas, architect, J. Worthington, builder.

It is worthy of recording here that before the dispersion of the company an unanimous resolution was passed, declaring the advisability of taking measures to mark the different battle grounds in Canada with suitable monuments, a suggestion which we are sorry to state, has not been carried into operation. In another generation some may be entirely forgotten.

In furtherance of this work, on next day our subject, Col. Frazer and Mr. Dines, with the author, visited Stoney Creek, and, with the assistance of informants, who were on the field before and during the engagment, laid the sites of the monuments of the battle.

In November of this year the opening of the G. W. R. occurred, much to the satisfaction of the people, although it was far from being in a safe or perfect state, as the haste used by the contractors in its completion, was often felt afterwards in the unfinished work on the line.

People at present have but little idea of the wonderful changes wrought by the railway, from the old stage coach with its slow progress, to the fast train, was a grand step, although many of the great expectations then founded, have not been realized and perhaps never may.

In the Fall of this year his son William was married, to Miss Morris' daughter of the Hon. Jas. Morris of Brockville. After the wedding the happy couple started on a European tour.

Ominous tidings of a European war was also heard, and the war spirit seemed to soon find many enthusiastic supporters in Canada, who, in glow ing terms, recounted the glories of the British army in the days of yore.

The year closed with the news of the naval conflict at Sinope and defeat of the Turks.

1854.

One of the first acts of this year was the refusal of the municipalities along the proposed W. R. to give any money or take any stock in the work.

On 1st of January, the fine Parliament buildings with library, &c., at Quebec, was totally destroyed by fire.

In March of this year, we find the first movement towards establishing a volunteer organization, which afterwards entirely supplanted the old militia, although we doubt if the results of the movement has paid us good interest on the money spent over its institution, as we are still without the efficient home army of '94, '12, or even '37.

On the 23rd May, Lord Elgin landed in New York from England, where he had spent the previous Winter. He went on to Washington and signed the Reciprocity Treaty, which had been so nearly completed by our subject seven years before. Mr. Merritt with Mrs. M. were then on a visit to his relative, Mr. Williams, at his plantation near Baltimore, and met Lord Elgin in that city; he received no official recognition from His Excellency in connection with the signing of the treaty.

The Parliament opened in the Quebec Music Hall on the 13th of June, but was merely a formal affair, as the Governor at once dissolved the House after a week's session. Our subject, having other business to atttend to in the city, did not participate in this miniature copy of "much ado about nothing."

Journal, of June says on the dissolution :—

"The Minister will now go to the country constitutionally, with a most liberal Clergy Reserve Bill, giving to the various municipalities of both sections of the province their respective portions of the Clergy Reserves to dispose of as they would of any other funds now placed at their disposal."

Journal—"On Friday, 21st, the nomination of a member for this county took place in our Town Hall, when the Hon. W. H. Merritt was proposed; after which G. W. O. Clark, Esq., was also nominated."

The new election occurrred cn the 21st July, when our subject was opposed by Mr. W. O. Clark, over whom he was elected by a large majority. In Mr. M.'s speech he advocated a union of the provinces as usual, and offered to support a Maine Liquor Law.

"Mr. Merritt said, there is a time when men are called upon to express themselves on the state of the country, and the renewal of the contract between a member and his constituents affords that opporunity. He thanked the people for their previous support, and entertained no doubt that he would again be maintained. It was the last time he should come before them as a candidate or member, for he did not then know which he was, as, at the eleventh hour, he found a second nomination. * *

"Our liabilities are limited to £3,000 per mile, and we have the first lien on the roads." Referring to the prosperity of Canada, Mr. M. attributed it to the high price now obtained for the produce of the soil.

Our subject was elected, after a slight opposition from the adherents of both parties, perhaps from the intention expressed of this being the last time he should offer himself as their representative.

The formal opening of the G. W. R. after a few months trial, was celebrated with great eclat in London; the author was present on the occasion, and was struck at the changes of the *personell* of railroad management which had occurred since the turning of the first sod, by Sir A. MacNab, which he witnessed in the same place, seven years previous. The veteran railway advocate was not present, and his absence was scarcely noticed on the occasion.

The Cholera, which had become almost of annual occurrence, was very disastrous to the labourers who were still on the railroad.

In September our subject was seriously engaged on a plan having for its object the removal of the rapids by means of blasting; from consultations which he had with the engineers who accomplished the works at Hurl Gate, New York, he believed the same means could be successfully used here.

The new Parliament assembled in Quebec on the 6th Sept., and the Governor, in his speech, referred to the important measures which would be brought before the House; amongst them was the Reciprocity Treaty with the U. S., the secularization of the Clergy Reserves in Upper, and its twin brother the Seignorial Tenure in Lower Canada, and the changes the Imperial Parliament had made in the constitution by electing the members of the Upper or Legislative Council.

Mr. L. V. Sicotte was Speaker, and Sir A. MacNab, President of the Council.

Owing to the reverses sustained on the day of election, it was found that a change in the Ministry would take place, and that Mr. Hincks had turned over the charge of the state to Sir A. MacNab, yet strange to say the latter took office with a Tory Government to fully carry out the reform and radical measures of the liberal Mr. Hincks. Mutual explanations followed in speeches from Mr. Morin, Mr. Hincks, and Mr. Merritt.

Mr. M. did not engage to support the present Ministry. In his speech on the occasion, he remarked, "Nothing would cast so great a gloom over Upper Canada as present political events."

"He contended that the double majority system was now introduced, but in such a way as to give the government of a portion to the minority.

"He contended that a Reform Administration could be formed out of the members of that House, and that the people would give Sir Allan MacNab no credit for coming in by a contrivance to make them govern a majority. It is a grave question whether the Reform party should allow Sir Allan to go on with those measures. He thought he would be allowed to go on and carry those measures and then be turned out. He doubted if this was not a preconcerted scheme, but would not say unless he knew it positively. He had not left, nor had he intended to leave the party."

We insert further to show his views, a letter in answer to an invitation of the Reformers of Norfolk to an opposition dinner. Mr. Merritt sends his regrets, as was the case when he could do so with propriety, and always when the demonstration was for himself.

"Simcoe was the spot the first opportunity was offered for commencing my determination to adhere to the principles of self-government as announced by Lord Durham. Our present system offers no guarantee that it can be carried into operation, or that the wishes or interests of the people will be adhered to. The constitution was framed by Lord Durham withou the knowledge or advice of the country; the burden rests with him as Gov-

ernor. The resolutions of 1841 are merely declaratory, and wholly powerless, construed as the Government of the day may dictate. A majority of the members as elected have been and may be hereafter persuaded to support any Government—have the power of expending the public money without the sanction of, and in direct violation of acts of Parliament, which has and will continue to be done by any set of men, to whom that power is entrusted, call them what you will, Reform or Tory.

"Entertaining those views, I have long since made up my mind that the inhabitants of Canada require a new constitution, one selected by delegates selected from different parts of the Province adapted for our peculiar situation, which the Imperial Government would readily sanction.

"It should provide all necessary charges for the payment of our public debt in a few years by creating a sinking fund, deprive the Legislature of the power of spending a single farthing of the public money, unless under the act of the Legislature first sanctioned by the branches of the Legislature similar to the amended constitution of New York in 1846, Ohio, Penn., Michigan. Such a constitution would afford security to property and ensure the prosperity of Canada, and when the inhabitants feel the necessity of moving for that object they will find a warm supporter in

"Your obedient servant,

"WM. HAMILTON MERRITT."

It was also remarked on the election of the Speaker, that Mr. George E. Cartier, one of the candidates, was strongly opposed by the Tories in the House, and that J. A. MacDonald for the first time had now commence the career of a Minister of the Crown; thus we notice the injurious changes which often occur in a short time. The retiring minister had well and truly served Imperial interests.

The G. T. R. scheme was settled, and his work was accomplished; so, to use a familiar term, he now steps down and out.

It was suggestive to observe that Dr. Rolph, one of the late ministry, had turned round on the Premier, but received such a castigating from the pen of Mr. Hincks, as to effectually give him the quietus, and place him in the obscurity in which that gentleman had found him.

Our subject was present and appears to have supported the amalgamation Government in this and their other temporary measures, though it is remarked in the *Journal* that among the various amendments, his for appropriating the Clergy Reserves to education, had the least support of any in the House.

A message from the Governor was also brought in by the Premier to appropriate £20,000 sterling, to give the Imperial Government as a relief to the widows and orphans caused by the war. This measure was carried, although not without some opposition, amongst whom was our subject, who considered it a direct interference with our position as people living under responsible government.

On 16th November our subject moved an amendment to the general

bill to preserve the Clergy Reserves, for educational purposes, which we regret to find, was lost on a division.

One of the first accidents on the G. W. R. occcurred at Merritton, or Slabtown, as it was then called, on the 5th of July, by which seven persons lost their lives. The accident was caused by the want of a proper fence along the road, which allowed some cattle to stray on the track.

In the *Journal* of Aug. 24th, we find numerous letters on Reciprocity, which had not been ratified by the Legislature, addressed to our subject from his friends and co-workers in the States, one from Bronson and Croker, Oswego, and one from Gen. Lewis Cass, Washington. In answering them he predicts another enlargement of the Welland Canal.

In consequence of what we have said respecting the misunderstanding with the G. W. R. Co., and the refusal of the other municipalities to give any encouragement to the Welland Railway extension, a meeting was called, and largely attended, in the Town Hall, and an effort was made to have the grant given by St. Catharines rescinded; yet the directors, supported by the majority, were of opinion that eventually the road would be built by some company who knew its value as a connecting link between the lakes. On this meeting the *Journal* remarks :—

"We are pleased to see that no opposition exists against the investment on the part of the town in a railroad uniting the lakes; and the taxpayers only require some evidence that the work will be accomplished, and their money not expended on a short line that would never pay."

The Victoria Bridge was now commenced, and it afforded Mr. M. great pleasure to know that his friend, Mr. Keefer, was successful in having his plan in general for the same adopted.

A most determined assault on the Church of England here was made during the previous year, by raising a test question in the case of the Rectory of St. James, which was put in Chancery, and was the beginning of a quick series of Parliamentary warfare, which resulted in the abolition of the Clergy Reserves from the time honored institution, and alienating the clergy property.

In November the Clergy Reserves Bill passed the House. One of the best moves in the House was a bill brought in by our subject for the establishing of arbitration courts similar to what is known as the *Prudhomme* in France, whereby much useless and expensive litigation is avoided, although the Bill was favourably received in the House, yet the lawyer members are said to have actually "killed it with kindness."

"We see, from time to time, threats held out by some respectable members of the Press, respecting the crusade that is to be waged against Romanism in this province; the approximate cause of this unexpected crusade is, that the Lower Canadians have assisted the Reformers of Upper Canada in secularizing the Clergy Reserves."—*Journal*, November 16th.

Are we not forced, under the incontrovertible argument of facts, to acknowledge, after a quarter of a century, the soundness of these prognostics, and, that the crusade has commenced, the facts of history attest the soundness of the principles they are founded on, that the Church of England is the bulwark of Protestantism. If this prophecy has been fulfilled, and Lower Canada has imposed Catholicism on us, the problem for the educated colonies now is to give the liberty to the individual, his religious belief included, that was enjoyed under church and state ; for this we must reform the Clergy Reserves Act, and restore the rights of holding land to the Episcopal body.

It was noticed on page 69 of this work that a church was built here, in which our subject's father participated, and an Episcopal clergyman at St. Marks, Niagara, at a prior date. This was before the celebrated bishop, John Toronto, had emigrated to the country, or had joined the Episcopal body. Rev. J. Stewart, of Kingston, the father of the Archdeacon, came as a missionary with the refugees, and consequently represented the established church in America, more than subsequent incumbents appointed from the old country, but the history of the church in this country dates to the accession of William of Orange, in which some of the names, if not the direct ancestors of our subject, suffered persecution for their faith.

This appears in the colonial documents, Vol. 3, page 673, describing the events in New York which followed the English Revolution on 16th August, 1689.

Depriving the Clergy of Canada of their land, although injudicious as a measure of state, was of ultimate service to the Episcopal body, by removing the prejudice among the community which the further possession of this endowment would occasion.

Mr. Merritt published a pamphlet advocating reciprocity in manufactures, after the principle of the far-famed Zolverin, which was so successful in North Germany, entitled, "Remarks on the Extension of Reciprocity between Canada and the United States, (now Comprised in the Growth and Produce of each,) to the Manufactures, Shipping and Coasting, and Establishing a Commercial System Adapted to Geographical Position of Canada, by Wm. Hamilton Merritt."

First, the report commences by pointing out the causes which diverted the trade of the St. Lawrence; also its diminution with Great Britain,—her North American possessions—the West India Isles, and all other parts of the world.

Under free trade, we have lost all direct foreign intercourse by the St. Lawrence, and the capital expended in our canals, connecting that river, without creating a single cotton, woolen or iron manufactory, a home market, or any other equivalent whatever.

These disastrous results were not caused by the adoption of the principle of free trade, the soundness of which cannot be controverted. The name has been used without its spirit; free trade without removing customs duties is a fallacy. The effect of the policy of the late Sir Robert Peel, not to extort Reciprocity from other countries, was to lessen the price of the productions of Canada one-fifth (the exact amount of the duty imposed) as compared with the like articles in the United States. If, therefore, it was the interest of Great Britain to adhere to this policy, it is clear that the principle cannot apply, or that the commercial interest of the United Kingdom and Canada are averse to each other.

Journal, Nov. 29.

"We give to-day a pamphlet by the Hon. W. H. Merritt, including the report of the Committee on Commerce, on which we alluded in our last number, and beg leave to direct the attention of our readers on section the 4th on manufactures. By this will be seen the great disparity between the duties imposed by the two countries, and the remedy proposed, viz., laying the same duties on manufactures here, as are laid on by the United States.

"Also a number of local bills, amongst which was a petition from Dr. T. Mack and others praying for a grant of incorporation for a Marine Hospital at St. Catharines."

The House closed on the 18th Dec., after having accomplished a great deal of legislation. The Crimean struggle still lasted before Sebastopol, and the thrilling news of the desperate engagement at Inckerman had just arrived in time to furnish a fruitful topic for the holidays.

1855.

Mr. Merritt returned home on the adjournment of the House, and the holidays were passed in the usual way, with visitors and other amusements. Our subject's health was a little disturbed at this time, and rest from the continual bustle of business and politics was much needed. One of his first acts was in looking after the W. R. R., and we find him going with the engineer, Mr. Woodruff, to Slab Town to see the location of the line to Port Colborne, going up the mountain. The winter this year was extremely cold, so that very little progress was made.

Journal, Jan. 4.

"THE ADJOURNMENT.—The Provincial Parliament stands adjourned till the 23rd Feb., and it now remains for both parties in the House, as also for the country to reflect on the past, and form plans for the future. The Opposition will have time to chew the cud of sweet and bitter meditation, while the party in power will have time to arrange those measures still in abeyance, some of which are of constitutional importance to the country; as, for instance, the formation of the Legislative Council, on a basis more in keeping with the elective principle now prominent in all our institutions.

* * This can be the only justfication for the course adopted by those gentlemen who have lately joined the Administration, at the expense of their party.

Journal, Jan. 25.

"We look for a large increase of emigration to this country for many years to come, of the very best material. It will be increased mainly by the Know Nothing, and Native Americanism of the United States. Here, this class of personsare perfectly at home, they have no time to spend in order to enjoy and exercise all the rights of citizenship. Here, also, every man is placed on equal terms before law, as it regards religion, and long may it be so; and we venture to say it will continue to be so, notwithstanding the efforts made by some few of our public men."

On the 26th February he left for Quebec, going by way of the border States, accompanied by the author.

During the adjournment of the House, Lord Elgin had left the country, and was succeeded by Sir Edmund Head.

The great Paris Exposition caused some stir this year, our subject having in the last year received a commission as one of the delegates from Canada, but which he declined to accept, and the author being anxious to visit Europe, accompanied him to Quebec, and, through his influence, got the commission, and leave of absence for the purpose; but on a closer examination of the matter at head quarters, he found that Canadians had no fair representations, as, with the exception of Mr. Tache, there were no prominent men on the commission for her, so that his anxiety to visit foreign parts cooled, and he declined to use the commission of representing the country.

In Parliament little was done save passing a Militia Act, in accordance with the request of Earl Grey's report.

The greatest activity prevailed in business circles, as everything was now moving at railway speed. On the 8th of March, during our subject's absence, the great Suspension Bridge over the Niagara River was opened for railroad traffic, the first train of passengers having passed over inside of six months from the opening of the G. W. R. R. It was well and truly said to be a great undertaking, reflecting credit on all concerned in its construction.

The subject of water works was brought before the people of St. Catharines, and £100 voted for survey of the same. A proposition was also carried by the Council to appropriate another £25,000 in aid of the W. R. R. A $100,000 obtained from the Municipal Loan Fund having been expended on gas stock and in other local improvements. It explained that unless the asked-for £25,000 was forthcoming, the sum already spent on the road would be lost. In consequence of this, a by-law was submitted to the people, but was negatived by a majority; the same by-law was again submitted towards the end of the year and passed.

The gas works of St. Catharines was now in operation, and 36 street

lamps, and the lighting of the canal and Thorold, added to the attractions of the locality. Another important local event was the opening of the Stephenson House and mineral baths, followed soon after by the Welland House. Great exertions were made to complete those buildings, as, since the railways were finished, a great many travellers stopped at St. Catharines. The mineral waters of this town owe their celebrity to the fact that numerous cures of long standing diseases have been effected by their use. For many years the medicinal uses of the water were unknown beyond the locality, until W. H. Merritt, Jun., returned from Germany. His experience at the watering places there caused him to remark the resemblance the water bore to those; he induced Col. Stephenson to go on with the hotel, which, bearing his name, is now a monument to his enterprise. Since then the great establishment of the Spring Bank has been perfected, and as an hotel and sanatorium, under the scientific management of Dr. Theophilus Mack, M. D., has acquired a reputation unrivalled on the continent, as every appliance which science can bring to the aid of the afflicted may be found here.

On the declaration of war, the Allied fleets in the Central Pacific, sailed to the Siberian coast, and appeared before the Russian possessions in Asia, and, after a naval and land engagement, in which several vessels were destroyed, they departed, leaving the approaching winter to complete the blockade. Towards the close of the war, another and more numerous expedition went over the same route, and attacked Petropaulaski, which they burned and afterwards blew up, thereby destroying for the time all Russian power on the Pacific. After accomplishing these feats, the fleets departed, and on the proclamation of peace, the Russians again entered into possession of their territory. It may seem beyond the purpose of a work of this kind to mention those matters, but it is done to shew that had Great Britain any solicitude for her American possessions, she would have made Canada a present of Alaska, and we doubt if at the time any nation would have questioned her right to do so. Since then it has been purchased by the U. S. Government, and now remains a standing thorn on our most northern boundary, and a monument of British thoughtlessness towards the ultimate interests of her distant dependencies.

During this sessson, he, as chairman of the Finance Committee, opened correspondence with the proper parties in the different B. A. Colonies, including the West Indies, in reference to the state of their trade. He also published his views on the subject of Intercolonial trade, shewing the many advantages Canada might derive from a closer connection with her sister colonies. In response to the circular, Earl Grey, the Colonial Minister, expressed his dissent, and the matter dropped, so that we doubt if we are any nearer to the accomplishment of this idea yet.

In a letter from Quebec, he thus expresses his views on the present state of affairs, and considering the change brought about by confederation, we may state that the ideas are almost prophetic.

"20th May—The session has been very long and unsatisfactory, and I am pleased to think it near its close. *The Union will be dissolved before five years*, and I question whether another session of Upper Canada members will ever sit again."

From the earnest manner in which the other colonies entered into our subject's ideas on free trade, it would seem to deserve more than a passing notice, and shews that however willing Great Britain was to extend her own trade, the Imperial Government were not so anxious that the colonies could act in the same manner towards one another. We are sorry that Mr. M.'s statements did not turn out as he wished, and can only see in this case an unnecessary piece of Imperial acting, assisted by men in Canada, whose position should have made them legislate for Canada *first*. We know that our subject felt greatly annoyed at the action of the Government in the matter, and although we occasionally hear something about colonial trade, yet the following despatch will convince those Canadian well-wishers that there are other influences to be appealed to before the object is accomplished.

The following from the Colonial Minister is quoted:—

(CIRCULAR.)

"DOWNING STREET, 11th Aug., 1855.

"SIR,—Her Majesty's Government would regard the proposed arrangement as very objectionable; on the grounds, first, that it would separate commercially, so far as such an arrangement is concerned, the colonies who entered into it from the rest of the empire; Secondly, that it would be injurious, not only to the interest of the consumers in the colonies, who were a party to the arrangement, but to the interests of the producers in every other part of the Empire; and thirdly, that it would be inconsistent with the Imperial policy of Free Trade.

"It is the earnest desire of Her Majesty's Government to maintain and extend a course of policy which shall closely unite together by ties of mutual interest the whole of Her Majesty's Colonial Empire with the mother country. To such a policy any measures tending to form the colonies into separate groups with peculiar and exceptional commercial relations, would be opposed, and Her Majesty's Government, therefore, trust that they will not be asked to submit for Her Majesty's approval Acts or Ordinances giving effect to measures of that character.

"I have the honor to be, sir,

"Your most obedient and humble servant,

"(Signed) WM. MOLESWORTH."

"SIR EDMUND HEAD, Governor, &c., &c., Canada."

On Nov. 22nd, the report of W. R. R. Engineer says:—

"Iron is laid down; we have got the right of way to Thorold Station, nearly 6 miles; 9½ acres, to St. Catharines, cost $824, and 10 acres more, costing $1200."

Journal, Dec. 6th.

"On the completion of the Railroad from Port Dalhousie. A vote of the tax-payers of this town was taken, last Thursday, confirming a by-law, granting £25,000 in addition to the same sum, voted some time ago, to build a railroad and buy a boat, uniting St. Catharines with Toronto. There is no use now in any party regretting this investment on the part of the tax-payers that the work be promoted and finished as soon as possible. The calculations which have been submitted, in order to induce men to withhold their opposition, may or may not be realized; but the sooner the road and boat are put into operation the better.

Journal, December 13th.

"The Hon. W. H. Merritt's policy.—The late annunciation of Mr. Merritt's policy, urging the extension of Reciprocity to manufacturers, as well as every other thing, does not meet with the approbation of the Provincial Press, as we see by our exchanges. By some it is thought impracticable, situated as we are in reference to Great Britain, and by others shows folly, supposing no such difficulty existed as that presented by colonial position.

"There is, however, an almost united testimony given in favour of protecting our manufacturers, and in decrying our present duty of 12½ per cent. as amounting to anything in the shape of protection."

In the middle of December, the R. R. from Hamilton to Toronto was opened with great ceremonies, and the author was pleased to meet Mr. Bidwell of New York, there. In a letter to our subject at the time, Mr. Bidwell says:—"I should not have gone if I had not expected to meet the leader of internal improvements." This letter refers to the changes observable in all the railroad celebrations, wherein, with the income of British capital, also came new management, totally ignoring the pioneers of improvements, only to be followed by the general suicidal competition of railroads to our water communication by the St. Lawrence.

1856.

In the formation of the St. Catharines Council this year, two rising young men make their first appearance, viz., Mr. J. G. Currie and W. McGiverin—Mr. Rykert and Merritt being Reeves.

At the meeting of the stockholders of the Niagara District Bank, our subject was chosen President.

Now comes the gratifying news of the European quiet; the popularity of Walker's filibustering campaign in Central America is also on the wane, and the dove of peace appears with the opening spring, attended with its usual prosperity.

On 26th May, a change of Ministry took place, in consequence of the resignation of Sir Allan MacNab. In June the railroad to Port Dalhousie was opened.

The House assembled again in June, when an alteration in the charter of the W. R. R. was asked for, requesting an extent of capital. An offer was made to transfer the management to the town, as the Council were increasing in their opposition to the directors.

Mr. Merritt brought in an Act to incorporate the Queenston and St. Catharines Railway Company, but the scheme failed so entirely that they were never able to commence it.

His labours during the session comprised many useful moves—such as a written constitution, and preserving the lands for education.

The House was prorogued on the 3rd July. Soon afterwards he left for England by way of New York, sailing on the steamer *Africa* on 24th July. His mission to England was for the purpose of getting stock for the enlargement of the W. R R. and other matters. He arrived safe in Liverpool on 3rd August after a rapid passage.

Arriving in London on the 31st, he stopped at his new quarters, the British Coffee House, Cockspur Street. After attending to the business of his mission, and finding some time must elapse before anything could be done, he accepted an invitation to visit Wales, and see the great Menai Bridge. His travelling companions were Sir Cusack and Lady Roney, Messrs. Galt, Ross, Holmes, and a son of the Hon. R. Baldwin. They also visited the slate quarries at Carnarvon, and the public works at Holy Head, and on returning he went to see the steamship *Great Eastern*, then building, and expresses himself pleased with his trip.

As an inducement to the English capitalists, Mr. M. had truthfully represented to them that the corporation of St. Catharines had taken $200,000 stock in the R. R. The capitalists on their part from general principles, took the balance of the stock, which amounted to two-thirds of the whole.

During his stay he visited, on invitation, Mr. Betts, the contractor, also Sir J. Easthope, at his seat in Weybridge. In this manner he passed his time, not without a view to the object of his mission. These gentlemen were of essential service to him, and at a meeting with Mr. Dales, the contractor, they agreed with him to take ten per cent. of the stock, and finish the road for the capital subscribed, Mr. Benjamin Dales preceding our subject to America on this business. His object being now accomplished, he prepared to return, and left Liverpool on the 15th October, arriving in St. Catharines on the 2nd November.

During his absence the fine steamer *Welland* was burned at her wharf at Port Dalhousie, involving a serious loss to the owners.

His return is thus referred to by the *Journal*, December 11th :—

"St. Catharines and Progress.—Mr. M. deserves well of the whole community, for the successful efforts he has made in connection with the projected road. Our four miles would not have paid. * * * We hope the people will duly appreciate the services of Mr. M."

At the request of the Mechanics' Institute he delivered the opening lecture for the year, choosing for his subject, "Canada, her Position and Prospects." At the close of the month, a public dinner was tendered to him, which he declined with thanks.

1857.

On February 19th, appeared the abstract of the balance sheet of the financial state of the town, showing that the expenditure for local improvements in 1856 amounted to the enormous sum of $197,237.26, or nearly half the amount of the whole debt contracted for improvements. The financial crisis occurring in the latter part of this year, rendered economical measures necessary, with what success this duty was performed remains to be seen. The members chosen were E. S. Adams, T. R. Merritt, M. Battle, J. G. Currie, Wm. McGiverin, Wm. Davis, R. Collier, P. Marren and F. Stinson.

Mr. Merritt considered the supplying of coal for the use of Canada would form one of the sources of revenue for the Welland Railway, through a short branch at the northern terminus, the altitude would be obtained, sufficient to throw it into the holds of vessels.

The House was opened in Toronto on the 15th Feb'y, by Sir E. Head, the new Governor. After the usual speech, which echoed the remarks of his predecessor, congratulating the House on the Clergy Reserves settlement the Elective Council and the Seignorial Tenure. Important papers were laid before the House containing despatches from England in reference to the actions of our subject, as President of the Finance Committee in the matter of intercolonial free trade, already referred to.

Hon. Mr. Morris, of Brockville, writes on January 8th, in reference to the pamphlet of last year:—"Your quiet hit on Hincks was capital. The seed of intercolonial free trade has taken root in Barbadoes, and do what he may, he cannot now retard its growth."

A meeting of the Town Council was held for the purpose of endeavouring to withdraw their stock from the W. R. R., and dispose of the same. In striking contrast with former articles on the subject of this railroad, we quote from the *Journal*, May 14th:—"There is a fearful day of reckoning at hand for those who have induced municipalities like ours to become

gamblers in railroads. Honest men will not only have to pay their own liabilities, but we fear will have to pay those of others," &c.

Comment on such articles is unnecessary, after those quoted from the same journal in favour of the representations used by our subject in getting the stock taken in England, founded on the former view.

The loss of the steamer *Welland*, and another difficulty with the G. W. R., whose manager refused to allow the line to cross his own on a level, after many thousands of pounds had been expended in that grade, made it necessary for Mr. Merritt to think of again returning to England for the purpose of putting more stock on the market, as that already subscribed was not sufficient to complete the road.

By the wishes of the English stockholders, during the session an Act was passed allowing the W. R. R. Co. to increase their stock by $300,000; $200,000 was reserved for England and the balance was to be taken in Canada.

On the 14th August, after hearing our subject's explanations, it was resolved by the Toronto Board of Trade that that city should take $50,000 stock in the W. R. R.; a similar encouragement was received from other cities interested, which we regret to say has never been carried out. He set out for a second journey to England soon after.

In writing from London, he says that the first Sunday he spent was in a visit to Windsor, to see his old friend Col. Fitzgibbon.

In the summer the author was sent to prospect the coal regions of Pennsylvania, and ascertain the nearest point of production, with the intention of effecting a communication with Lake Erie. This point was found to be near the Alleghany, on Tuningwant Run, 100 miles south of Dunkirk.

Before leaving New York, our subject writes to the author, asking him again to visit the coal mines of Pennsylvania, and gather all the information possible about the prospect of procuring the coal used in Canada, by way of the Welland R. R.

The arrangements with the Erie R. R. were made, and other connections about being formed, when the hard times broke them up, and put a stop to further proceedings, the Branch alluded to never having been completed.

On the arrival of our subject in Liverpool, 6th Sept., he writes, saying:— "The news from India is by no means encouraging for my object; spending money to burn gunpowder has a tendency to make it scarce and dear. I will not likely write again until my return." In this he was mistaken, as the state of the money market compelled him to remain in England the entire winter and ensuing Spring.

Immediately on his arrival, before the close of September, he succeeded in obtaining £3,000 from Dales the contractor, which he remitted to Canada, but too late to prevent the stoppage of the work on the road, which occurred in October.

A meeting of the shareholders was held in London, and was attended by Sir C. P. Roney and eight others; after hearing his explanations, they agreed to issue bonds for £20,000, for the progress of the work. On 10th Oct., he found that Dales and Co. were unable to raise the money to fulfil their contract.

He left London for Scotland, and during the journey, stopped at different cities, and endeavoured to float bonds.

In September the first tidings of the approaching financial crisis in the U. S. had reached Canada, and the alarming news that seven banks had already suspended payment caused an uneasy feeling throughout the land.

In St. Catharines a large sum, far exceeding the abilities of the ratepayers, was spent principally in work on St. Paul Street, and the system of borrowing pursued by the Council, afterwards led to many difficulties.

On the first of November, the people had to regret the death of George Rykert, Esq., the President of the W. R. R., a life-long resident of St. Catharines, and one always closely identified with the progress of the town, in many useful acts, politically and otherwise, esteemed by our subject for his many good qualities, and mourned for by a large circle of friends.

In consequence of his speech to the electors after the dissolution occasioned by the defeat of the Hincks the Cabinet, in which he said it was not his intention to offer again for the constituency, he left the matter to the decision of his friends, and devoting himself entirely to the railway, took no great interest in the matter.

Journal, 17th December says :—

"The writs for this county have been received. The nomination will probably take place next Wednesday. We would advise the friends of Mr. Merritt to commence work immediately. Those in the western part of the county are holding meetings every night, and unless the friends of honesty and consistency work, the representation may be lost to them."

1858.

In March, appeared the town Auditor's report, showing a reduction in the expenditure of over one-half of the former year, and an increase of the debt of $44,039.16. Under ordinary circumstances, this would have been considered a favourable exhibit, all the improvements for affording ready access to the town being completed, and at this time paying an encouraging amount of interest. But under the circumstances of the times it produced a panic, for which our subject was held responsible, and right or wrong, must provide a remedy ; a view which, considering the sacrafices, he was now making for them and the country at large, was unreasonable in the extreme.

A short time previous to Mr. Merritt's arrival, a meeting of the town council was held, in which it was ordered that the Finance Committee make the best terms they can with their creditors (who were J. H. Cameron and others,) and, failing in this, to purchase any town property offered by the Sheriff.

In March he returned to London, having disposed of $175,000 worth of bonds. In London, prior to leaving, he attended the meeting of the civil engineers with many of them, from the congeniality of their pursuits, he had formed an acquaintance.

During his absence, another election took place, as noticed in the previous page, and although opposed by Messrs. Clark and Morse, yet he was returned by a majority of 77 over both candidates.

On 21st May, he arrived home, and at once took his seat in the Parliament, where he was occupied until the 16th August.

One of the excitements of this session was the formation of a new Canadian Ministry, which occurred about the end of July, and was known as the Brown-Dorion Government. A strange political farce occurred immediately after its formation, which ended its brief existence of one day, and caused Messrs. McDOnald and Cartier to return to office.

10th August, W. Merritt, Jun. was sent to England, to endeavour to sell the remaining stock, $1,000,000, which was now necessary, owing to the responsibilities undertaken by our subject whilst in England.

In August 5th the first and only message received for many years arrived over the Atlantic Telegraph, then considered successfully laid.

On the 19th of Sept. the residence of Mr. M. was destroyed by fire, with a portion of its contents, the author being the only one of the family at home during the occurence.

Our subject being interested in doing justice to the American refugees, and to perpetuate the memory of their participation in the conquest of Canada, and the subject of centenary observances having favour among the people, it was thought the taking of Niagara by Sir Wm. Johnson would be a proper date to commemorate, but was neglected from operations there.

On 8th Oct. the W. R. R. was formally opened throughout, being honoured with a visit from the Governor General.

Being opposed to a Confederacy scheme, our subject, the late session, moved the following as an amendment ta Mr. Galt's motion relative to a Federal Union:

"Hon. Mr. Merritt moved that the following words be added to the said resolution, and that the said committee do also take into consideration the propriety of presenting an humble address to Her Majesty, praying that Her Majesty will be graciously pleased to authorize His Excellency the Governor General to direct that fifty Delegates be appointed by the British

North American Provinces, in such manner as His Excellency may direct, and that the number of Delegates assigned to each Province shall be in proportion to its population; and that the Delegates so appointed shall, at the command of His Excellency the Governor General, meet in convention at such time and place as his Excellency may designate for the purpose of framing such a Constitution or Constitutions for the said Provinces as will, in the judgment of the said delegates, conduce to the general welfare of the inhabitants thereof; and that the proceedings of the said Convention shall, by His Excellency, be transmitted to the Imperial Government for the sanction of the Imperial Parliament."

On Nov. 24th, the author attended the centenary celebration at Pittsburgh, Penn.

During the Winter St. Catharines suffered heavily by a number of disastrous fires feared to be the work of incendiaries. The most serious one occurred on the 30th Jan., when 16 stores and other buildings were consumed, involving a loss of nearly $100,000.

1859.

In January of this year Mr. W. Merritt, Jr., returned from England, without accomplishing the object of his mission to his satisfaction; yet the prospects for the railroad on the opening of navigation were good, and the likelihood of a good trade being done in transhipping grain, as the capacity of the elevators were about 5,000 bushels per hour, which were satisfactorily tested on the 5th of April, when the first vessel was emptied of her cargo.

On the 4th of May the House adjourned, after passing 60 Bills. The legislation was not of a very important character, as the time of the members was principally taken up with discussion on the question of a permanent seat of Government.

On the 20th of May appeared for the first time the St. Catharines Daily *Journal*, under the proprietorship of Mr. W. Grant.

In July of this year, Mons. Blondin visited the Falls of Niagara, and, in presence of assembled thousands, walked across the mighty chasm, which divides Canada from the United States, on a cable stretched from side to side.

On the 10th of August, our subject again left Canada for England, on business connected with the railroad; this time the author accompanied him. They crossed in the S. S. *Anglo Saxon* from Quebec, meeting her consort ship coming out, in mid ocean. Arriving in Liverpool after a short passage, they at once proceeded to London, where r. M. turned his sole attention to the object of his visit.

On the 13th October whilst Mr. M. was in England the grand monument to the memory of General Brock was completed, and inaugurated with imposing ceremonies, in the presence of a vast concourse of people.

We deem it necessary at this period to digress somewhat from our narrative, in order to call the attention of those of our readers who take any interest in the early history of the country to some important matters connected therewith. During the administration of Lord Dalhousie in 1824, a society called the Literary and Historical Society of Quebec was founded and received the patronage of succeeding Governors. From the period of the Union, it became the applicant and receiver of annual grants of money from the Legislature, for the purpose of collecting manuscripts and other documents appertaining to Canadian History. As this society was distant from Upper Canada, and appeared to identify itself with *French* Canadian History, the author, in 1858, whilst the Parliament was in Toronto, succeeded, through the influence of our subject, in getting copies of historical data, (before not allowed) out of the Crown Lands' Office, and the Registrar General's Department and others, regarding the early settlers and their proceedings. In consequence of this, on the removal of the Parliament to Quebec, in the same year a grant of money was left with Mr. Ryerson, through which a valuable collection of historical works on Canadian History were purchased for the Normal School.

During the session of the next Parliament, which was held at Quebec, the author circulated a petition praying that the House ask that more attention be paid to Upper Canadian history. This petition was presented by Mr. Merritt, and, with his usual energy, succeeded in getting a majority of English speaking members on the Library Committee, which here tofore had been exclusively French. This unexpected success led to the author being appointed to look after Upper Canada documentary history in England and elsewhere; for this purpose, he, (in company with his father,) visited England.

The author opened a correspondence with the Colonial Office, of which the Duke of Newcastle was the head, for permission to examine the colonial documents. While awaiting this he attended the British Museum, London Institution, &c., when, having received permission for that search in the official documents, he procured copyists, and succeeded in getting transcripts from an immense amount of history connected with the early settlement of this country, which, on his return to Canada, was deposited in the Parliamentary library, and now forms a portion of the 10,000 folio pages of manuscript known as the Coventry documents, the publications from which will be very useful to readers of early history, as they have already been a valuable foundation for historians to work upon. It is needless to add that our subject took a lively interest in this matter, which increased with his declining years, and lead him to attend the meeting in Toronto, for establishing a Historical Society two years later.

After an absence of three months, during which he took a look at Paris, the author returned, leaving Mr. M. An instalment of money for the Railroad, much needed, arrived from England at the same time.

On the 14th December, a meeting of the English shareholders of the W.

R. R. was held in London, at which our subject was present, almost everything in connection with the management was discussed, and a good feeling regarding the road prevailed. Mr Merritt Jr. was chosen manager; our subject also received the thanks of the directors for his conduct in connection with the same.

It cannot but be unpleasant for the biographer to record that, after a life spent faithfully, we believe, in the service of his country, and particularly so in his native town, himself and family were the subjects of financial embarrassment.

During the absence of our subject, his son William managed the affairs of the road, and, for lack of the expected remittances from England, had a hard struggle, having to keep the trains going with his own private funds. However, a large business was doing on the road, which helped a little to stem the current, now surging incessantly against the enterprise. The troubles brought about by the sheriff having levied on our subject's premises, caused Mrs. Merritt and her son to visit Mayville, where she disposed of her own property to meet the threatened execution.

We find the following in the *Journal* of Aug. 29th:—

"At a meeting of the town Council, the following communication from Hon. W. H. Merritt, now in England, stating that he had been assessed on personal property to the extent of $10,000, which is a greater amount than he owns, and is exceeded by his debts."

The statement was supported by the following affidavit, viz:—

"Hiram Slate of tho town of St. Catharines, swears that he was in the employ of Mr. Merritt, as clerk, at the time the assessment for the present year was taken, and furnished the assessors with a statement of Mr. M.'s personal property, and that at the time the said statement was furnished, the debts owed by him exceeded the value of his entire personal property, and that the same debts remain unpaid, and further, that the facts as set forth in the petition of Mr. Merritt, relating to the assessment against him, are true in every particular.

"HIRAM SLATE."

At the same meeting the following resolution was passed, viz.

"Moved by Mr. McGiverin, seconded by Mr. Marren,—that on the 10th day of August, 1858, this corporation having contracted a loan of the Hon. W. H. Merritt for the sum of $28,000, payable in fifteen months after date, which matures on the 10th day of November next, this corporation deem it expedient to take the sense of the ratepayers, whether the corporation shall assume the payment of the said sum, and that the Mayor be, and is hereby authorized to issue his proclamation, naming the first of October next for the taking of such vote—Carried."

The result of this was that before the time of meeting arrived, a petition signed by Mr. S. D. Woodruff and 85 others was originated, calling a special meeting of the Council for the following reasons, as stated in the petition—

"COUNCIL CHAMBER, Sept. 30th.

"A special meeting of the Council was held this evening at which the Mayor, Messrs. Battle, Stinson, Collier, Marren, McGiverin, Currie, Dougan and Dunn were present, to consider the following petition:—

"To the Mayor and Council of the Town of St. Catharines:

"Gentlemen,—We, the undersigned ratepayers, respectfully submit, in regard to the action about to be taken in reference to the stock held by this town in the Welland Railway, beg that your honourable body will postpone any decision being had, as we believe that the Hon. W. H. Merritt will dispose of the said stock in the best manner, as may be for the interests of the town. Under the circumstances, we feel disposed to allow him to exercise his own judgment in the matter." Signed by S. D. Woodruff and 85 others.

After some discussion on the above, the following resolution, moved by Mr. McGiverin, and seconded by Mr. Collier, was submitted and carried:—

"In compliance with a unanimously signed petition of the ratepayers of this municipality, the Council deem it expedient to postpone the vote proposed to be taken to-morrow, as to the final disposition of the railway stock held by the Hon. W. H. Merritt, with a view of ascertaining whether such stock can be disposed of by Mr. M. while in England.

At this meeting the resolution was passed, with but one dissenting voice, which was that of Mr. Currie.

"It was then moved by Mr. Currie in amendment, and seconded by Mr. Dougan, (the mover and seconder being the only persons,) favouring the measure, 'That Mr. Merritt be notified by the clerk that it is not the intention of this Council to re-purchase the railway stock heretofore transferred by the town to him.' Lost."

He writes from England at this time, regretting his absence, and wishing he could possibly be home at Christmas, also mentions calling upon young Alfred Rykert, who was then sick in London. The year closed without any important event occurring.

On the 24th of Nov., to the gratification of many, the first train of cars passed safely over the great Victoria Bridge at Montreal.

1860.

The Parliament assembled in Quebec during February, but little was done save a motion from George Brown, praying for a dissolution of the Union, and the establishment of some just authority in accordance with the decision of convention, a proceeding which strangely verifies the remarks of our subject given in previous pages.

At the same time our subject was anxiously expected out, and the railroad matter deterred him from taking passage on board of the ill-fated steamer *Hungarian*, which foundered off Cape Sable with all on board.

Mr. Merritt arrived in March, much to the joy of his family and friends, who almost imagined him lost in one of the ill-fated Canadian steamships, of which three had perished within a short period. On his return he was grieved to find Mrs. Merritt in failing health, the cares imposed on her during his many journeys, added to the loss of her commodious residence

afflicted her now, at a time, when the troubles which might, at an earlier period, have been borne with equanimity.

On the 19th of April, our subject appeared in his place in Parliament. The session, generally speaking, had so far been unimportant. The seat of Government question, the intended visit of the Prince of Wales, and other matters comprised the legislation. On the question of a dissolution of the Union he voted with the forty who were in its favour, doing so from a firm belief that the Union had been of doubtful benefit to any except the French Canadians. He also endeavoured to obtain Government aid to the Welland R. R. in their embarrassed condition, but failed. This was his last act in the House of Assembly. The House closed on the 19th May.

On the 19th May, a vessel of 400 tons was launched by L. Schickluna, in St. Catharines, named the *Pride of Canada*, and, freighted with a valuable cargo, she sailed direct for England.

Previous to Mr. Merritt's return from Quebec, his son William, his real representative in private and public affairs, was prostrated by a branial stroke; he rallied for a time, on the night when our subject got home, but on the 26th of May, peacefully expired, his death no doubt hastened by his financial troubles, connected with his obligations to the Welland R. R., in which his entire private fortune was involved.

Of his character as an individual it is unnecessary to speak, suffice it that as churchwarden and councillor he was an estimable and enterprising man, was universally acknowledged by the press at this time, and people of his native town have given repeated testimony of his worth.

The loss of his son had a great effect on Mr. Merritt, whose usually strong constitution seemed now completely upset. In August he went to Quebec to be present with the members of Parliament to receive H. R. H., the Prince of Wales. The change for the time assisted to lift the trouble from his sorely afflicted mind. He also attended the Oswego Board of Trade. After the Prince of Wales left, he visited many places in the West, during a week's absence, on a tour of the lake ports.

On the 29th of September, he was elected by acclamation to the Legislative Council for this district at Allanburgh.

Under the superintendence of the author, the ruins of his late residence were cleared off, and a new mansion built on the same site, which the family occupied in the Fall of this year.

The moving and excitement of the time seemed to benefit his health, but the shock his system underwent at the death of his son, and the other troubles he was subjected to, at length seemed to tell on his iron constitution, which plainly shewed that a busy and eventful life, even though devoted to the amelioration of his kind, is not spent without the ordinary penalties attached to humanity.

Mrs. M. also at this time became unwell, and for a year before her demise was incapable of walking about. Mrs. Merritt's medical advisers tried the galvanic cure, and on one occasion Mr. M. decided upon the same, but after trying the battery, he was seized with paralysis, which affected his speech, and the use of one arm, from which he never completely recovered.

At times our subject felt well enough to take short trips along the canal or railroad, over the scenes of his busier days.

During this Winter, in a quiet way, our subject advised the establishing of a line of large sized propellors in connection with the W. R. R., an idea which was afterwards put in use, and proved of great advantage. He also advocated the building and equipping of a line of vessels from Dunkirk to Port Colborne, for the purpose of carrying the bituminous coal, which is found in abundance in Pennsylvania. This idea has never been acted upon, and the large business which might be carried on here, is suffered to find other routes.

1861.

Sir E. Head, the Governor, who had gone to England during the Winter, returned in March, and soon after called the Parliament together. Mr. M. was present at the opening, and took his seat as a Legislative Councillor, for the first time. Whilst in Quebec, our subject opened a correspondence with the Board of Trade of Detroit, and others, in reference to the trade of the St. Lawrence. During this correspondence we find that he goes minutely into all details concerning trade and navigation, and proves conclusively that the only direct and cheap route to the ocean is by the St. Lawrence.

He also had several interviews with the Government relative to deepening the St. Lawrence; and, in fact, it would seem as if his entire thoughts at this time was turned towards those ideas, which he had clung to during his life. During his absence, his afflicted spouse did not improve, and in one of her letters to our subject she says :—"Is it possible that I am here yet. I have lived through another long Winter, for what purpose my God only knows. I hope and trust that I will fulfil all his designs towards me, so that I may finish my course with joy."

The House closed in June, and after Mr. M. spending a short time at home, he decided upon going to see his friends in New Brunswick. He went the entire journey by steamboat via Quebec to St. Johns, where he received a hearty and joyous welcome; yet his thoughts were homeward, and, after remaining a few days, he returned, coming by railroad. On reaching Brockville, he remained for a day to rest, and then came on to St. Catharines.

On his return he was gratified to find that the railway was doing a good business, and he firmly believed that it would not take long to get over all its troubles. He afterwards went to Quebec and endeavoured to organize a company, to be known as the St. Lawrence Navigation Co., whose vessels were to carry grain from Port Dalhousie to Europe. The offers of aid to this scheme were large, but the death of our subject seems to have put an end to it for the present. In September he was visited by his friend, Chief Justice Haliburton, "*Sam Slick*," of N. S., who expressed himself delighted with St. Catharines and its environs.

The health of our subject was visibly declining during the year, so that he did not identify himself with local matters beyond the railroad.

1862.

On the 10th of January, he experienced another sad blow, in the loss of Mrs. Merritt, who died rather suddenly, as she had been out in her carriage the day previous. She was in the 69th year of her age, and it is unnecessary to say that her death was mourned by a large circle particularly the poorer class, whom for many years she had befriended in almost every walk of life.

The few months which now remained to complete the earthly sphere of our subject were spent in various ways—in close communion with himself, and in putting his affairs in order. At intervals he employed himself in looking over some workmen under Alexander Boles, whom he had employed a half century before to sink an artesian salt well near his residence, occasionally he dictated letters to his Parliamentary friends, now on finance, again on trade. With the approach of warm weather, his medical advisers recommended change of air, and he decided upon going to the sea side. He arrived in Port Hope, accompanied by his daughter-in-law, Mrs. Wm. Merritt, and faithful secretary, F. Timmons. There he saw his old friend, and fellow prisoner of 1814, Capt. Rowe, and also Mr. Coventry. At Brockville he prepared a long document relative to inland navigation. He then went on to Montreal, where he arrived very much worn out, but yet with his mental energy, and could hardly be pursuaded from going farther. In Montreal, he called on some friends, and over-heated himself, which brought on an attack of Erysipelas in the head; the doctors gave him to understand that his case was incurable, and advised his speedy return. He was carried on board the steamer *Champion*, and on Sunday morning, the 5th July, as that vessel was passing through the canal at Cornwall, almost within sight of the rapids, which had been his thoughts for a life time, the spirit so long and so actively identified with this noble river, now took its flight, and W. H. Merritt was numbered with the dead.

ERRATA.

On page 159, for "Mr. Leslie," read, Mr. Lindsay.
On " 326, for "Mr. Lafonte," read, Mr. Lafontaine.
On " 11, for "Her Majesty's service," read, His Majesty's Service.

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